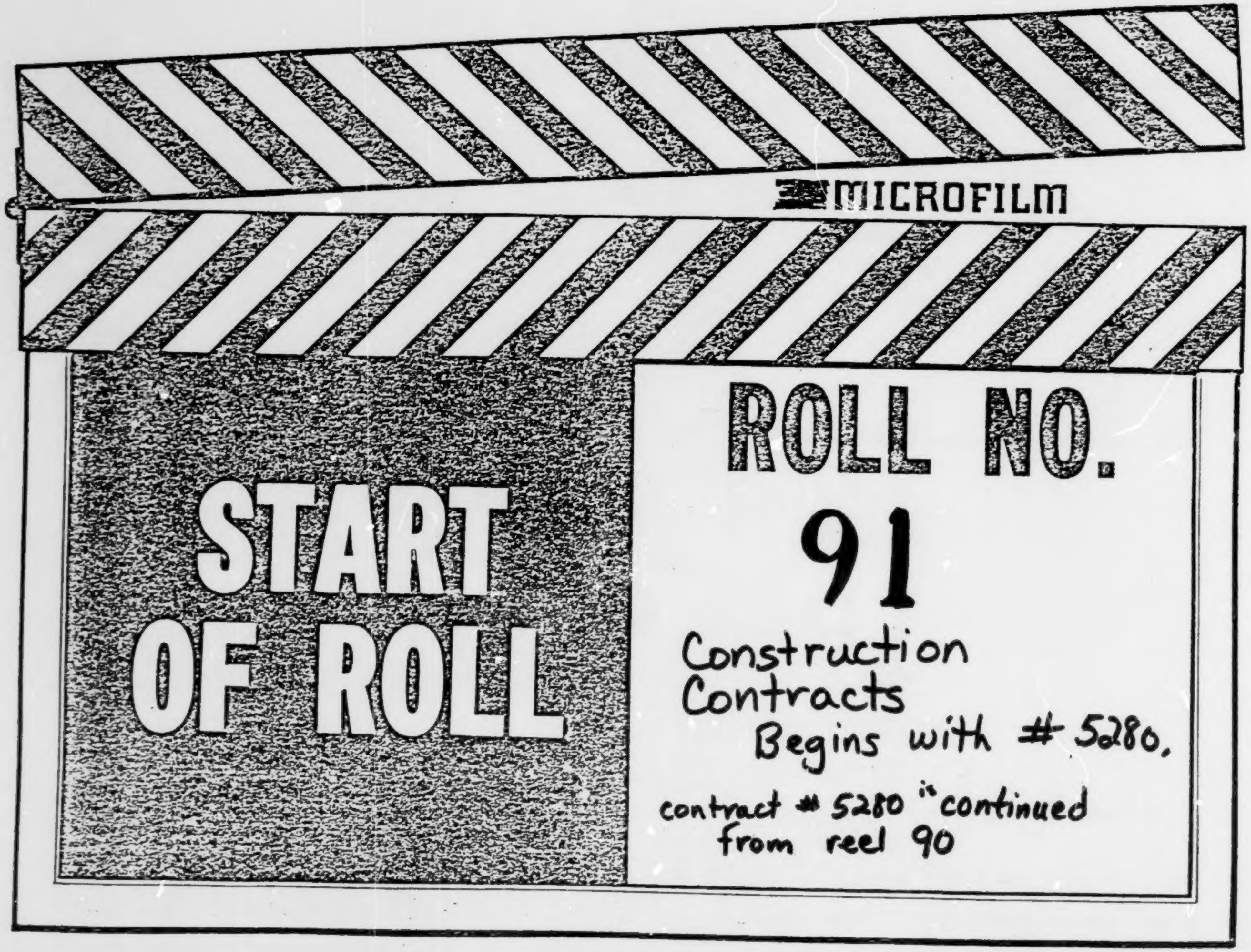

MICROFILM

START OF ROLL

ROLL NO.

91

Construction
Contracts
Begins with # 5280.

contract # 5280 is continued
from reel 90

S-65(5) Hillsboro-Campbell Br. Sec. 1958

#5280

A

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FORM 2-50 50M 7-59
FEB 16 1960
FOR FILING
8-65(5)

5280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1960

SUBJECT: Price Agreement No. 2
Hillsboro-Campbell Bridge Section
Contract No. 5280

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is Price Agreement No. 2 on this section providing for extra compensation in the amount of 43½ cents per cubic yards for the general excavation involved in constructing two large drain ditches on each side of the highway from Station 68+85 to Station 81+00. The Price Agreement also provides for the payment of $800 per acre for 1½ acres of extra clearing and grubbing. Total amount of these two items is the sum of $5,584.80.

The construction of these two drainage ditches was not indicated on the construction plans, as they were added as right of way obligations subsequt to the award of the contract. Said ditches were staked wide enough to qualify as general excavation. However, this excavation was of a materially different character than the normal general excavation and the work had to be accomplished with a dragline and trucks. Under these circumstances, the contractor is entitled to extra compensation in conformance with Article 1.9.5 of the Standard Specification Form. The material excavated was utilized in the roadbed construction to replace 10,151 cubic yards of anticipated borrow material.

The contractor bid $1.00 per cubic yard for a total borrow of 14,200 cubic yards. Due to the 10,080 cubic yards of material excavated from the ditches, he was only required to supply 4,049.3 cubic yards. The total cost to the job of the ditches was therefore as follows:

Bid price for excavation	10,080	at $ 0.30	$3,024.00
Extra allowed contractor	10,080	at $ 0.43½	4,376.70
Extra clearing allowed	1½ acres	at $800.00	1,200.00
Haul on extra material	10,080	at $ 0.40	8,467.20
Reduction of special borrow	10,080	at $ 1.00	- 10,080.00
Additional cost to job due to ditches			$ 7,147.90

Extra clearing as outlined above, was also required in connection with the excavation for these ditches, and, since the ditches were added after the contract was awarded, the contractor is entitled to extra compensation at the equitable rate of $800 per acre.

NOTED
FORREST COOPER

Below are listed the computations upon which this settlement for earthwork is based:

1. Equipment costs as itemized and checked	$13,900.00
2. Foreman costs, 95 hours at $4.00	380.00
3. One laborer, 190 hours at $3.00	570.00
Subtotal	$14,850.00
Contractor's allowance (15%)	2,227.50
Total	$17,077.50
Previously paid for general excavation plus haul	12,700.80
Additional due contractor	$ 4,376.70

This amounts to 43½ cents for the 10,080 cubic yards involved in the additional excavation.

This Price Agreement settles all claims outstanding on this project. It also results in a project authorization overrun of 7.4 per cent.

Bureau of Public Roads' Highway Engineer W. H. Schwiesow attended all meetings in connection with this claim. He has not committed the Bureau of Public Roads to any action as yet.

The necessary letters and reports covering the overrun are included.

Your approval of the Price Agreement is recommended.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

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MAR 1 1960
FOR FILING

Form No. [illegible]-10M-7-55

A

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Hillsboro-Campbell Bridge   Date February 1, 1960

8-65(5)

Highway Hillsboro-Silverton   Contract No. 5280

County Washington   Kind of Work Grading, Paving, Str.   Contractor Warren Northwest Inc.

Contract Amount 5280 $ 286,239.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
3. Special Borrow Excavation	- 10,150.7	$ 1.00	- $10,150.70	
6. Long Overhaul	+ 15,617.16	0.40	+ 6,246.86	
17. Coarse Crushed Material in Base	+ 1,331.0	1.90	+ 2,528.90	
18. 3/4"-0" Material in Base	+ 2,151.45	2.00	+ 4,302.90	
20. Asphaltic Concrete Mixture	+ 1,080.59	3.80	+ 4,106.24	
21. 85-100 Asphalt in Mixture	+ 122.80	32.00	+ 3,929.60	
24. 3/4"-0" Material in Binder Course	- 650.0	3.00	- 1,950.00	
26. RC-3 Asphalt	- 80.0	41.00	- 3,280.00	
Minor items, unitemized algebraic total			+ 5,806.39	
Subtotal				$ ~~297,779.69~~ 11,540.19
Approved work orders (Price, extra work and state force orders)				$ 8,471.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount	
Extra Work Order No. 1	Flagging	+ $1,901.92	
Extra Work Order No. 3	Drainage Revision	+ 1,475.53	
Extra Work Order No. 4	Slide Removal	+ 4,691.30	
State Force Order	Maintain Road	+ 725.48	
Minor items, unitemized algebraic total		- 156.09	
Subtotal			$ 8,638.14
Authorization for engineering			$ 22,979.16
Expected over-run of engineering authorization			$ 3,510.94
Costs not included above (explain) Price Agreement #2 Additional clearing & excavation			$ 5,584.80
Allowance for future contingencies (——% of work remaining)			$
Credits to come from transfers and deductions			$
Present estimate of project cost			$ 346,963.73

Brief Statement of principal causes of over-run: R/W obligations required ditches to be excavated from Sta. 68+85 to 81+00 and material was hauled 4 mi. to embankment area. Soft subgrade required more base material. Yielding base required additional Asphaltic Concrete. Also necessary to remove slide at Sta. 73+50 to 75+00 a second time resulting in overrun of estimate on E.W.O. #4. P.A. #2 for additional compensation for excavation and additional clearing and grubbing as per claim submitted by contractor.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 323,144.44
Present estimate of project cost	$ 346,693.73
Expected over-run (Amount)	$ 23,819.29
Expected over-run (per cent)	7.37

Space to right of this line is for use of Salem office.

Submitted by: James W. Cochell
Resident Engineer

Confirmed by: A. E. Johnson
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

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DEC 14 1959
FOR FILING

S.65(5)

5280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 10th, 1959

SUBJECT: Removal of Tree Stumps
Breeze Property
Hillsboro-Silverton Highway

To: P. M. Stephenson
Assistant State Highway Engineer
Salem, Oregon

Reference is made to your letter of October 16, 1959 to Mrs. Robert Breeze, Route 2, Box 43-C, Hillsboro, Oregon, concerning tree stumps left in the right of way in front of their residence on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway.

Please be advised that the stumps have been removed to the satisfaction of the property owners by the P.G.E. Power Company and our Newberg maintenance crew working together.

A. E. JOHNSON
Acting Division Engineer

AEJ:w
cc: Tom Edwards
I. A. DeFrance
B. P. Huntley

NOTED
P. M. STEPHENSON

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DEC 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 20 1959
FOR FILING

8.25(5)
5280

October 16, 1959

Mrs. Robert Breeze
Route 2, Box 43-C
Hillsboro, Oregon

1419

Dear Mrs. Breeze:

Reference is made to your recent letter which we received on October 2, concerning tree stumps left in the right of way in front of your residence on the Hillsboro-Campbells Bridge Section of the Hillsboro-Silverton Highway.

An investigation has been made, and we find that the tree stumps in question were left by the power company in connection with their moving of the transmission lines. Cutting of these trees was not a part of the contract work done by the road contractor.

We have asked our field representatives to call on you in regard to these stumps. We are willing to have our maintenance forces close-cut them, but do not feel that we should incur the expense of removing them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Tom Edwards
    Mr. I. A. De France
    Mr. A. E. Johnson
    Mr. B. P. Huntley

NOTED
FORREST COOPER

PLEASE RETURN TO
FORREST COOPER

Robert Breeze
Rt 2, Box 43-C
Hillsboro, Oregon

Mr. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We live on Highway 219 5½ miles south of Hillsboro, Ore. We were affected by the road widening project which was completed this summer. The construction crew left 2 dozen tree stumps along right of way which is right in front of our house. We are situated close to the highway as it is. We desire to put in a lawn in front of our house but it is difficult & also ~~the~~ would be disrupted if stumps were removed at a later date.

We would like very much to have these stumps removed as soon as possible and would like to know of your intentions. So we Could make plans as to how to proceed with our lawn.

Thankyou.

Yours Very truly,

Mrs. Robert Breeze.

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OCT - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 2 1959
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 7th, 1959

SUBJECT: Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Contract 5280

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Mr. A. E. Johnson and myself, accompanied by James Cochell, investigated the complaint of Mrs. Robert Breeze, which was referred to us in Mr. Young's letter of October 5, 1959, assignment No. 130Y.

The stumps in question were cut by the power company in connection with moving their transmission lines prior to the contractor's work on the roadway. They are not included in the clearing and grubbing areas.

These stumps are quite tall and are definitely unsightly. If desired, we could have our maintenance forces close cut them. If the stumps are to be removed, they should not be close cut. If the Breezes wish to remove them, I am sure they could get a permit to do so. Removal should not be an obligation of the Highway Department.

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. BENEDICT
Assistant Division Engineer

AVB:w
cc: James Cochell
B. P. Huntley

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OCT 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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December 4, 1959

Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5280 for structure-grading-paving the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County was completed by the contractor, Warren Northwest, Inc., on August 4, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $10,397.38 will be released to the contractor on or after December 14, 1959. The total contract amount is $309,972.92, of which amount $11,386.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

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SEP 23 1959
FOR FILING
A-65(5)

September 23, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5280 for structure-grading-paving the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County.

This payment, in the amount of $5,533.43, will be released to contractor on or after October 5, 1959. The retained percentage is $9,265.22

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 11, 1959

Section Hillsboro - Campbell Bridge

Kind of work Structure, Grading, & Paving

Highway Hillsboro-Silverton County

Section prefix 134 - 1008

Contractor WarrenNorthwest Inc.

Contract number 5280

Date of contract August 1, 1958

Specified work days 130

Date work started June 30, 1958

Work days used 101

Project authorization $ 323,144.44

Exclusive of engineering $ 300,165.28

Per cent of time elapsed 77.7 %

Estimated cost of completed project, exclusive of engineering $ 312,855.60

Estimated per cent overrun or underrun 4.54 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 22,979.16

Engineering cost to date $ 24,946.47, 108.56 %

Date project was completed August 4, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi - final was submitted to the division office on September 10, 1959.

CONSTRUCTION DIVISION
RECEIVED
14 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Noted
M. N. Juve

Signed

Address P.O. Box 154 Hillsboro, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.035	4.035			4.035
Miles partially completed					
Miles completed	4.035	4.035			4.035
Total estimated quantities (contract)	73,000	53,800			10,600
Total quantities corrected to date	77,265.7	57,282.45			11,680.59
Estimated quantities moved or placed to date	77,265.7	57,282.45			11,680.59
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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SEP 10 1959
FOR FILING
S-65(5)

5280

September 9, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Contract No. 5280, F.A.P. S-65(5)

Dear Sir:

The erosion control work on the subject job, authorized in the Order for State Force Work dated January 21, 1959, was completed August 28, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

A

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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AUG 26 1959
FOR FILING
3.65(5)
5280

August 25, 1959

Shuler, Sayre, Winfree and Rankin
Attorneys at Law
Portland Trust Building
Portland 4, Oregon

Gentlemen:

Reference is made to past correspondence concerning the claim by Warren Northwest, prime contractor, and Q. L. Rufener, grading sub-contractor on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway, Contract No. 5280.

We propose that a meeting be held in Room 212 of the State Highway Building, Salem, Oregon, at 2 P.M. August 31, 1959 between interested parties to discuss settlement of claims.

Very truly yours,

Tom Edwards
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
A. G. Skelton
James Cochell

Norman B. Kobin
Portland Trust Building
Portland, Oregon

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland
19 August 1959

SUBJECT: Hillsboro-Campbell Bridge
Hillsboro-Silverton Hwy.
Contract 5280

To: Tom Edwards
State Highway Department
Salem, Oregon

Attn: F. B. Klaboe

Reference is made to your letter of July 31, 1959, regarding results of the standard road roughness indicator tests taken on subject project. As noted in your letter, approximately the North half of the project was paved during the late fall of 1958 on rather unstable grade and adverse conditions. It was the decision at that time to complete this Northern section in order to provide for traffic during the winter months and complete the balance of the paving the following summer.

A visual inspection of this Northern section, together with actual driving with a vehicle, indicates there is some roughness and probably the amount indicated by the tests.

However inspection of the portion paved this season, both from visual inspection and driving a car, does not indicate the roughness of the pavement is to the same extent as that of work performed last year.

From a visual inspection it was noted that the texture of the pavement is rather coarse; there seems to be a rather vibratory motion in driving this section at 20 m.p.h. At areas where county roads intersect the highway or pavement was widened for deceleration lanes, etc., there are a few locations where minor roughness is apparent, due to stopping of the paving machine, in paving widened areas, which seems to be the common practice of contractors in this operation.

It was also noted throughout the project, there are single pieces of rock which are coated with asphalt adhering to the surface of the pavement. These pieces are apparently kicked onto the pavement by traffic from the oiled shoulders and which have adhered to the pavement. These are rather minor but would no doubt contribute to a high roughness if the indicator machine traveled over them.

It is my belief that the texture of the pavement has actually contributed more to the high roughness indicated for this section rather than actual bumps.

Copy to Casper

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1959
ROUTED

This project was paved by Warren-Northwest Company and the paving machine used was one of rather ancient vintage. On this particular project, it is my understanding that Warren-Northwest did replace certain screed parts. However, it is reported by our inspectors that this particular machine requires constant attention and is not the easiest machine with which to obtain perfect work. Considerable difficulty was encountered by our personnel through the mix used on this project. Apparently with the plant used there was difficulty in properly drying material and there was variation in the mix in hot and cold batches.

It is my firm belief that the texture of the pavement resulting from the mix used onthe portion paved this year has resulted in some way in high readings on the indicator machine. It is to be noted on the report submitted that the following remark has been made: "Seems to have oscillatory roughness with test vehicle at 20 m.p.h." As noted above, this same oscillatory roughness was noted by driving a car at the same speed.

It is my firm belief that our resident engineer and inspector on the project worked diligently to obtain the best surface possible, and do not believe any disciplinary action is appropriate.

A E Johnson

A. E. Johnson
Assistant Division Engineer

E
cc - J. Cochell

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1959

S65(5)

[illegible]

August 14, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on contract #5280, for structure-grading-paving the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County.

This payment, in the amount of $17,287.28, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,094.09. The present payment will be released on or after August 24, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

RECEIVED
AUG 12 1959
FOR FILING

S-65(5)

5280

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed August 4, 1959, on Contract No. 5280, Hillsboro-Campbell Bridge Section, Washington County, in connection with Federal Aid Project No. S-65(5).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

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FOR FILING

FORM E-30X—47,500—3-50—[illegible]

2 65(5)

5280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1959

SUBJECT: Newberg-Gearin Corner
Hillsboro-Silverton Highway

To:

Mr. J. D. Walker
Division Engineer
Office

At the completion of the paving on this project, the standard road roughness indicator tests were taken showing an average roughness per mile of about 98 inches. This places the surface on the boarderline between fail and poor. Doubting these first reports, we had the roughness machine re-calibrated and the tests rerun. Approximately the same results were abtained on this second trial as were abtained on the first.

An indicated roughness of 98 inches shows that the necessary attention was lacking on the part of personnel responsible for obtaining a riding surface passable by Oregon State Highway Department standards. In this case, I know of no extenuating circumstance that could be considered as an excuse for not obtaining better results.

Please make an investigation and report to this office the results of your investigation along with recommendations for any disciplinary action you consider appropriate to the end that this faux pas does not reoccur.

Tom Edwards
Construction Engineer

By

/s/ F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
G. L. Decker

July 15, 1959

RoadRoughness
Hillsboro-Silverton Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

It would appear that the Newberg-Gearin Corner and the Hillsboro-Campbell Bridge jobs are a little bit jiggly. What happened?

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Hillsboro-Campbell Bridge** Highway **Hillsboro-Silverton**

County **Washington** MP ______ to MP ______ Contractor **Warren-Northwest**

Resident Engineer **James Cochell** Inspector ______

Date Completed **June, 1959** Date Reported **July 14, 1959**

Type and Thickness of Wearing Surface **3½" B** A. C.____ Oil Mat ______ Seal.

N, [✓ S,] E, W from MP or Sta. 80+00							(N,) S, E, W from MP or Sta. 293+00						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	106	106	x			1	750	108	108			
2	1500	205	99	x			2	1500	211	103			
3	2250	306	101	x			3	2250	312	101			
4	3000	416	110	x			4	3000	419	107			
5	3750						5	3750					
6	4500						6	4500					

Average Roughness Per Mile **104"** Average Roughness Per Mile **105"**

Remarks: **Seems to have oscillatory roughness with test vehicle (3/4 Ton P.U.) at 20 m.p.h.**

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mal Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
JUL 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 9 1959
FOR FILING

S 65 (5)

5-280

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
(WINFREE, McCULLOCH, SHULER & SAYRE)
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
CAPITOL [illegible]

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS

ANDREW S. WINFREE
WILLIAM E. McCULLOCH
OF COUNSEL

June 3, 1959

W. C. Williams
State Highway Engineer
Salem, Oregon

Attention Mr. Forest Cooper

Dear Sir:

Thank you for your letter of June 1 concerning contract No. 5280 and the claim being made by the Subcontractor Q. L. Rufener.

While not necessarily agreeing with your position, I do feel it proper at least to honor your request that a first meeting be held solely between your office and Warren Northwest.

Under these circumstances I feel that it will be necessary for Warren Northwest to meet with Mr. Rufener for further clarification before talking to you. I will see if this cannot be accomplished in the very near future and will then contact you for a satisfactory time for a discussion between yourself and our client.

Yours very truly,

SHULER, SAYRE, WINFREE & RANKIN

by
Herbert W. Winfree

HWW:JT

original referred to:
Edwards
by
F.C.

R

RECEIVED
JUN - 2 1959
FOR FILING

5280

June 1, 1959

Shuler, Sayre, Winfree and Rankin
Attorneys at Law
Portland Trust Building
Portland 4, Oregon

Gentlemen:

Reference is made to your letter dated May 13, 1959 in regard to a claim by the subcontractor, Q. L. Rufener, to your client and the prime contractor on Contract No. 5280, Hillsboro-Campbell Bridge Section, Hillsboro-Silverton Highway.

There is no contractual relationship between Q. L. Rufener and the State, but we have investigated the facts surrounding this claim from the standpoint of its being submitted by the prime contractor. We find the claim, in general, to be unsubstantiated; however, we will be perfectly willing to discuss this matter with you and your client, Warren Northwest, but we do not wish to attend a joint meeting with Q. L. Rufener or his attorney as we would undoubtedly be placed in a position of dealing with Mr. Rufener.

We will be happy to meet with the prime contractor or you, as his attorney, at your convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton

FRR:fp/TE:jw ae

FORM E-30 30M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1959

SUBJECT: Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Contract No. 5280

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to a letter from the law firm of Shuler, Sayre, Winfree and Rankin, Portland Trust Building, Portland 4, Oregon, stating that his client, Warren Northwest Incorporated, prime contractor on subject section, was in receipt of a claim for additional drainage excavation in the amount of $27,270 from the subcontractor, Q. L. Rufener.

I would first like to bring you up to date with the background leading up to this claim. Subsequent to the letting of this contract, right of way obligations in connection with the Pearson property, File No. 27675, and the Hulett property, File No. 27643, provided for the construction of two large drain ditches, one on each side of the highway, between Station 68+85 and Station 81+00. The option for the ditch on the Hulett property stated that said ditch would be excavated 8 feet wide at the bottom. The option for the ditch on the Pearson property stated that we would replace, in kind, an existing ditch, said ditch being in excess of 8 feet in width at the bottom. The ditches were staked by the resident engineer 8½ feet wide at the bottom in order that the excavation be classified as general and the material was used in embankment construction to replace special borrow excavation set up in the contract.

The contractor then proceeded to excavate the ditches without any indication that extra compensation would be claimed, as required under Article 1.9.6 of the Standard Specification form. The contractor was subsequently paid for the 10,080 cubic yards involved in the excavation of these ditches at $.30 per cubic yard for a total of $3,024.00. The bid price for drainage excavation on this project is $3.00 per cubic yard. If all this excavation were reclassified as drainage excavation, the extension amounts to $30,240.00. This claim approximates the difference between drainage cost and general cost.

I believe that said claim should be considered in the light of actual cost to the contractor. Below is listed the resident engineer's analysis of said costs using A.G.C. rates and including normal profit.

Dragline - 3/4 cubic yard	16½ days	X	10 hours	X	$10.10	$1,666.50
Foreman (Regular time)	15 days	X	8 hours	X	$ 3.56	427.20
(Overtime)	1½ days	X	8 hours	X	$ 5.34	64.08
(Overtime)	16 days	X	2 hours	X	$ 5.34	170.88
Operator (Regular time)	15 days	X	8 hours	X	$ 3.41	409.20
(Overtime)	1½ days	X	8 hours	X	$ 5.115	61.38
(Overtime)	16 days	X	2 hours	X	$ 5.118	163.68
Oiler (Regular time)	15 days	X	8 hours	X	$ 2.77	332.40
(Overtime)	1½ days	X	8 hours	X	$ 4.155	49.86
(Overtime)	16 days	X	2 hours	X	$ 4.155	132.96
Total Wages						$1,811.64
8.812 per cent taxes and insurance						159.64
Welfare fund						49.20
Total						$3,686.98
15 per cent profit and overhead						553.05
Grand total under force account procedure						$4,240.03
Amount paid under general excavation basis						3,024.00
Loss to contractor						$1,216.03

It is my opinion that we should not revise our original contention that this material is general excavation material. However, in view of the cost to the contractor and with reference to paragraph 1.9.5 of the General Specification form which gives us the right to add or decrease quantities on payment of an allowance if the character of the work is materially changed, I recommend that negotiations between the State and the prime contractor (with the Bureau of Public Roads representative sitting in) be undertaken to the possible end of settling said claim for $1,216.03 or thereabouts. This notwithstanding the contractor's failure to notify us of a possible claim prior to commencing the work.

I further recommend that at said proposed meeting settlement of an additional claim being put forth for the extra clearing required for said ditches be negotiated. This claim will be in the amount of $1,500.00 which I recommend be negotiated at a figure of about $1,000. There is, of course, no denying that the engineer on this project erred in not foreseeing these difficulties and solving them prior to their execution.

I also enclose a rough draft of a letter to the prime contractor's attorneys suggesting that they establish a time for said meeting in the near future.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

FBK:fp
Enc.

RECEIVED
MAY 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

LAW OFFICES
SHULER, SAYRE, WINFREE & RANKIN
(WINFREE, McCULLOCH, SHULER & SAYRE)
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON
CAPITOL 8-6686

JOHN W. SHULER
PAUL A. SAYRE
HERBERT W. WINFREE
HOWARD A. RANKIN
ROBERT L. MYERS

ANDREW B. WINFREE
WILLIAM C. McCULLOCH
OF COUNSEL

May 13, 1959

REFERRED TO Cooper
By State Highway Engineer

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Contract No. 5280 awarded to Warren Northwest, Inc., in August, 1958. Reference is also made to one of the subcontracts entered into between Warren Northwest, Inc., and Q. L. Rufener, which subcontract bears the approval of the Department by A. E. Johnson, Division Engineer.

Under date of March 2, 1959, Warren Northwest, Inc., received a letter from Norman B. Kobin, Attorney at Law in the Portland Trust Building, on behalf of the subcontractor, setting forth a claim for additional drainage ditch excavation in the sum of $27,270. This letter, setting forth the details of the claim, was forwarded to your Hillsboro office to the attention of the resident engineer, Mr. Cochell, on April 7, 1959. No acknowledgment or reply to this transmission has been received to date.

Warren Northwest, Inc., is now in receipt of further communication from the subcontractor's attorney, copy of which is enclosed. Warren Northwest, Inc. has referred this matter to this office for representation.

The contract and the subcontract, together with the plans, have been generally reviewed by us. We are not at this moment in a position to express our opinion as to the position of Warren Northwest, Inc., with respect to the claim set forth by the subcontractor, other than to say that we feel that the position of Warren Northwest, Inc., is fully governed by the terms of the contract with the department and the specific provisions of the subcontract.

Our examination of the plans and the specifications of work to be done, setting forth the cost and prices, leads us to a further opinion, however, that, if general excavation under item number 4 was in fact required to be accomplished in the manner of a drainage excavation per item 2 under section 2, Schedule of Contract Prices (as further set forth in exact conformity therewith under section 2 of the subcontract), then there may have been an improper unit price established therefor.

We are aware that we are lacking in certain information pertaining to the directions given on the job by your engineer to the subcontractor and that Warren Northwest, Inc., was not cognizant of any discrepancies, change orders, or other matters concerning that particular item of work and the price to be paid therefor, other than is shown by the contract, until the first notice of claim was received from the subcontractor.

Oregon State Highway Department
May 13, 1959
Page Two

Under these circumstances, we feel that a meeting as suggested by Mr. Kobin in his letter of May 11, at which time a representative of Warren Northwest, Inc., could be present, would, indeed, be in order. We hope that you will honor the request for such a meeting and advise this office at the earliest opportunity as to an appropriate place and time for holding the same.

Yours very truly,

SHULER, SAYRE, WINFREE & RANKIN

by Herbert W. Winfree
Herbert W. Winfree

HWW:JT

cc Mr. Norman B. Kobin
Mr. A. M. Eppling

MAY 11 1959

RECEIVED
MAY 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

REC'D MAY 12 1959

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITO 108

May 11, 1959

Warren Northwest, Inc.
Post Office Box 5072
Portland, Oregon

Attention: Mr. Beatty
Re: Q. L. Rufener
Subcontract
Oregon State Highway Com.
Hillsboro-Silverton Highway

Gentlemen:

On May 2, 1959, at the request of the above noted subcontractor, I sent you a formal claim on his behalf for additional compensation, which was earned under the above noted Subcontract. Since that date I have periodically checked with my client and he informs me that nothing has, as yet, been heard from the Oregon State Highway Commission. He informed me that you had sent a notice to the Commission of his claim, however.

Our claim must, obviously, be against you, in that there was no contractual relationship existing between my client and the Oregon State Highway Commission. Mr. Rufener tells me that in a recent conversation with Mr. Beatty that nothing had been heard from the State at all and that he assumed that the State would await the completion of the job. It has been my experience that claims of this nature should be prosecuted without delay.

I would, therefore, suggest that if you are desirous of prosecuting this claim with the Oregon State Highway Commission before you obligate youself to my

RECD MAY 12 19[illegible]

client that you exert every reasonable effort to have the State consider the matter presently. Both the writer and Mr. Rufener will be willing to attend any meeting of the Commission with you or your representative and to offer any assistance which we can.

We will anticipate some immediate activity in this matter.

Very truly yours,

NORMAN B. KOBIN

NBK:lo

cc: Mr. Q. L. Rufener

MAY 11 1959

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RECEIVED
MAR 12 1959
FOR FILING
8-65(5)

5280

March 11, 1959

1157

Mr. James E. Burdett
Hare, Sturgis & Burdett
Peoples Bank of Oregon Building
Hillsboro, Oregon

Dear Mr. Burdett:

Pursuant to your letter of March 2 regarding a representative to meet with you on the Cora Heaton property and discuss certain problems, I have been advised by Mr. L. H. Young, Assistant Construction Engineer, that he met with you on Friday, March 6.

Mr. Young's inspection of the property at that time confirmed our position stated to you in previous letters that we have restored the drainage pattern that existed at this location immediately prior to our recent construction. Mr. Young advises me also that it is quite possible that water does drain through Mrs. Heaton's barn at the present time, but that very little effort would be required to divert the water at this point so that this condition would no longer prevail.

We cannot consider the installation of a pipe in a natural drainage lying on private property a proper expenditure of state highway funds.

In view of the foregoing, I do not believe that it is indicated that any further remedial measures be taken by the State Highway Department.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mrs. Cora Heaton
Route 2, Box 33
Hillsboro, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. A. G. Skelton

LHY:fp:ae

PLEASE RETURN TO
FORREST COOPER

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

March 2, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Cora Heaton Property
Hillsboro - Campbell Bridge Section
Highway 219, Hillsboro - Silverton
Near Eng. Sta. 229+75

Dear Mr. Williams:

Thank you for your letter of February 25, 1959. The same has been discussed with Mrs. Cora Heaton. She takes issue with the statement that the drainage pattern has been restored to the condition existing prior to the recent highway construction. She has as evidence of this fact that since you constructed the culvert near the northerly boundary of the Schnoor property she still gets water in excessive quantities and to an extent that it drains through her barn. This situation was never in existence in the past prior to your road improvement. I am told that Mr. William F. Heckman has observed water running into the barn very recently.

Under these circumstances, I do not believe that Mrs. Heaton is in the same position she was prior to the road improvement, and that, accordingly, she is having property taken without due process.

I would like very much to discuss this either with you on the ground or some representative designated by you. It might very well be possible to work out a tile through her walnut orchard in a westerly direction to the natural drainage ditch.

[illegible] Burdett [illegible]

Very truly yours,

James E. Burdett

JAMES E. BURDETT

RECEIVED
MAR 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JEB:h
cc: Mr. A. G. Skelton

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FEB 26 1959
FOR FILING

[illegible]

February 25, 1959

6814

Mr. James E. Burdett
Hare, Sturgis & Burdett
Peoples Bank of Oregon Building
Hillsboro, Oregon

Dear Mr. Burdett:

Reference is made to your letter of February 16 regarding the status of the drainage of the Cora Heaton property, which has been the subject of considerable correspondence over the last few months.

As you will recall, when this matter was brought to our attention by you, by your letter of November 20, 1958, I advised you that we would restore the drainage pattern that existed immediately prior to our recent construction. This has been done.

It is not our intention to revise the drainage ditches so that the water will by-pass the culvert in front of Mrs. Heaton's place. This culvert was installed in a natural drain. In August of 1949 Mrs. Heaton wrote objecting to the water draining through this culvert. She was advised at that time that the culvert was in a natural drainage, and that we were obligated to maintain it in this drainage.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mrs. Cora Heaton
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. A. G. Skelton

LHY:fp:ae

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

REFERRED TO
Edwards
By State Highway Engineer

February 16, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Cora Heaton Property
Hillsboro - Campbell Bridge Section
Highway 219, Hillsboro - Silverton
Near Eng. Sta. 229+75

Dear Mr. Williams:

On February 14, 1959, I called at the Cora Heaton property and observed the work that has been done by the Highway Department in placing a culvert in the drainage ditch near the northerly property line of the Schnoor lands. This work has materially reduced the amount of water running across the Heaton property; however, it still appears that Mrs. Heaton is getting more water than in the past.

Mrs. Heaton is under the impression that your department still intends to do further work in connection with her drainage problem. It is my hope that this includes work on both the west and east sides of the road in connection with the drainage ditches to the end that water will pass her place in the roadway ditches, as was the case in the past. Formerly, there was a natural basin near the northeast corner of the Heaton property which held water. This has been removed by the new construction.

Your attention and word as to what further action the Highway Department intends to take, will be appreciated.

Very truly yours,

James E Burdett

JAMES E. BURDETT

JEB:h
cc; Mr. A. G. Skelton
Mrs. Cora Heaton

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OFFICE OF
[illegible] ENGINEER

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STATE [illegible]

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FOR FILING
OREGON DISTRICT S-65(5)

A

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5280

When replying, refer to
08-35.8

February 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-65(5), Hillsboro-Campbell Bridge Section. Order for State Force Work, Seeding and Mulching. Estimated Total Cost $1,850; Federal Funds $1,110.

Dear Sir:

Your letter of January 30, 1959, requested approval of State force account work in performance of the necessary seeding and mulching work.

As the contractor is neither properly equipped nor staffed to perform this type of work, while the State has trained men and special equipment to perform the work most economically and also because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

It is understood that the acreages shown on the work order are estimates only at this stage. Data supporting the exact acreages involved will be required at the final estimate stage.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

To Probert
2/5/59.

FILED
FORREST COOPER

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1959
FOR FILING

S65(5)

5280

January 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County, Contract No. 5280, in connection with Federal Aid Project No. S-65(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,850 with Federal participation of $1,110.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
Rt. 1, Box 23
Hillsboro, Oregon
FEB 2 1959
FOR FILING

8-65 (5)

528

REFERRED TO
~~Cooper~~
By State Highway Engineer

note

STATE OF OREGON
OREGON STATE SENATE
SALEM

January 28, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch:

I want to express to you my appreciation for the full report you sent me in regard to Mrs. Cora E. Heaton.

As I stated to you, I do not know Mrs. Heaton. She may be an erratic individual who wouldn't be satisfied under any circumstances or conditions. However, so far as I am concerned the case is closed, and I again thank you for the report.

Sincerely,

John Hare

H/H

John D. Hare

RECEIVED
JAN 29 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JAN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Explore Oregon... Centennial Exposition June 10-September 17... 1959

RECEIVED
FEB 4 1959
FOR FILING

S-65(5)

52-1)

January 27, 1959

The Honorable John B. Hare
Oregon State Senate
Capitol Building
Salem, Oregon

Dear Senator Hare:

I am pleased to reply to your letter concerning the complaint of Mrs. Cora E. Heaton. Mrs. Heaton lives adjacent to the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway which was constructed by Washington County and taken over as a highway by the Commission in the early 1930's. In 1949 the Commission did some minor surface repair, consisting of contract re-oiling. Mrs. Heaton complained of the water condition at that time. She was contacted by Mr. L. R. Chandler, one of the long-time employees of this department, who is able, capable and quite personable. He reported that the water was following natural drainage channels and that it was not within the province of the Highway Commission to alter natural drainage channels.

The water in this area flows generally northwesterly. There was a slight roll in the grade which prevented drainage from an area easterly of the highway from flowing onto the Heaton property. This highway was placed on the program for improvement and a survey made and contract awarded which brought the grade and alignment to modern standards. This improvement of the grade and alignment removed the aforementioned roll in the grade and did permit additional drainage to flow through the culvert onto Mrs. Heaton's property. This situation was complained of by Mrs. Heaton in mid-November and an investigation was immediately initiated. The situation can and is being corrected. Some little time elapsed due to the Christmas holidays and the storm that followed before the corrective work began. It was started on January 12 and is expected to be completed by January 30. The work is being done by contract forces inasmuch as the above-mentioned contract to complete this section is only partially completed and it is advantageous to do the work by contract forces.

Mrs. Heaton states: "The first I knew the state intended to take land from me was when the surveyors came trampling up through my grain field and front yard driving their stakes." We have had many experiences, unsatisfactory to us, in attempting to purchase the right of way without the property being staked. We are further hampered by Bureau of Public Roads regulations requiring prior appraisals of property. We have found it best in the long run to stake the property so that appraisers and property owners alike may know exactly what is to be taken. We know that disputes can arise if property is taken without being exactly delineated.

Mrs. Heaton makes reference to the open ditch in front of her house and to her mailbox. I am advised by our field personnel that the open ditch was for tile installation for a new or additional approach which Mrs. Heaton was granted under the terms of the right-of-way taking. They state there was some indecision on her part as to where she wished it. They state further that they moved her mailbox once to a location designated by her and will do so again.

This project is being carried on under the direction of Mr. J. E. Cochell, as Resident Engineer. Much of Mrs. Heaton's correspondence has been through Mr. James E. Burdett of the firm of Hare, Sturgis and Burdett, Attorneys at Law, in Hillsboro. I quote from Mr. Burdett's letter of November 20: "I wish to express my appreciation to Mr. Jim Cochell, who promptly appeared on the premises in response to my request." I wish to assure you that this is in accord with our general policy of handling matters and we believe our personnel to be prompt, courteous and helpful in working out details of trouble. Certain difficulties always arise in construction adjacent to cultured areas, which we promptly handle. We have had more than a normal number this year due to the fact that the construction industry was on strike for 35 days during the working season, which left many projects uncompleted and obviously not in a state likable to the adjacent owners. This, of course, had no bearing on the case at hand but is offered merely as a matter of information.

We attach a portion of a print of a map showing the taking from the Heaton property, which was operated by a lessee. Three-tenths of an acre was taken at a price of $125.00, with additional allowances of $210.00 being granted for fencing and $200.00 for flowers and shrubs, plus $15.00 crop damage to the lessee.

As a result of your letter, our Construction Engineer inspected this situation in the field. He reports that the correction is nearly complete and that the erosion is very minor. He is of the opinion that the criticism is unfounded. He has suggested that it might be apropos for you to view the property. We would be glad to show it to you if you so desire.

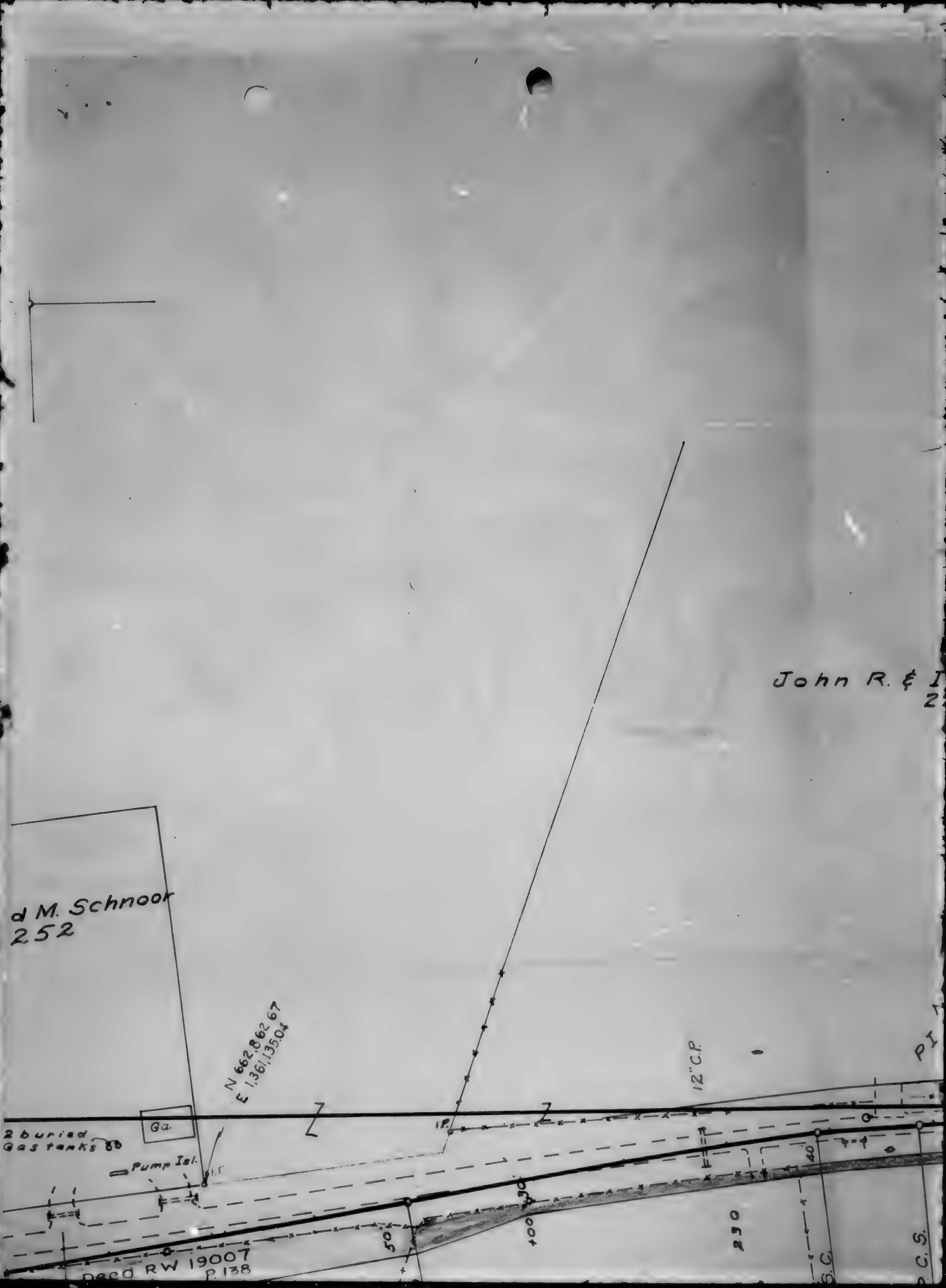
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

TE:jw:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton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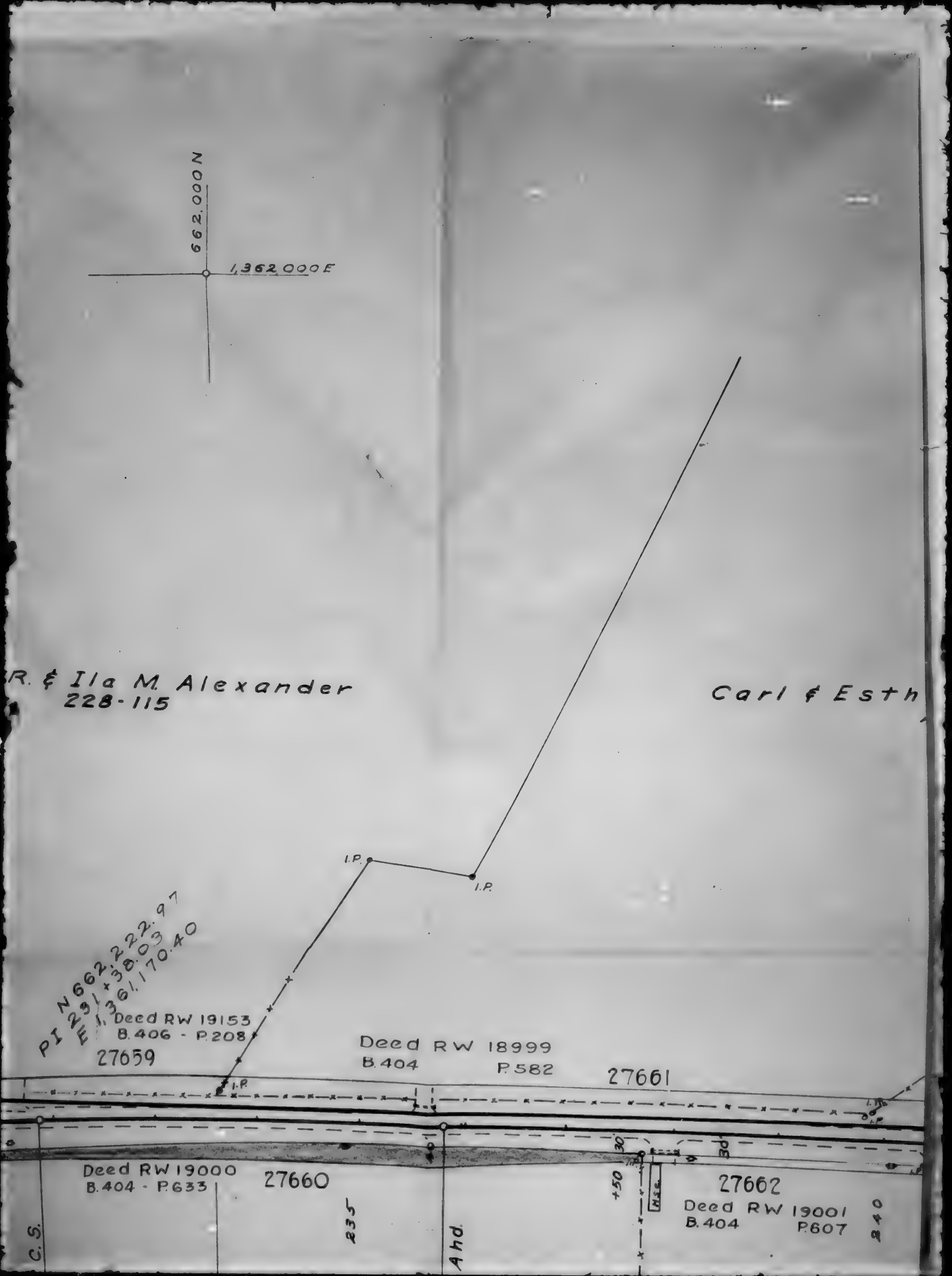
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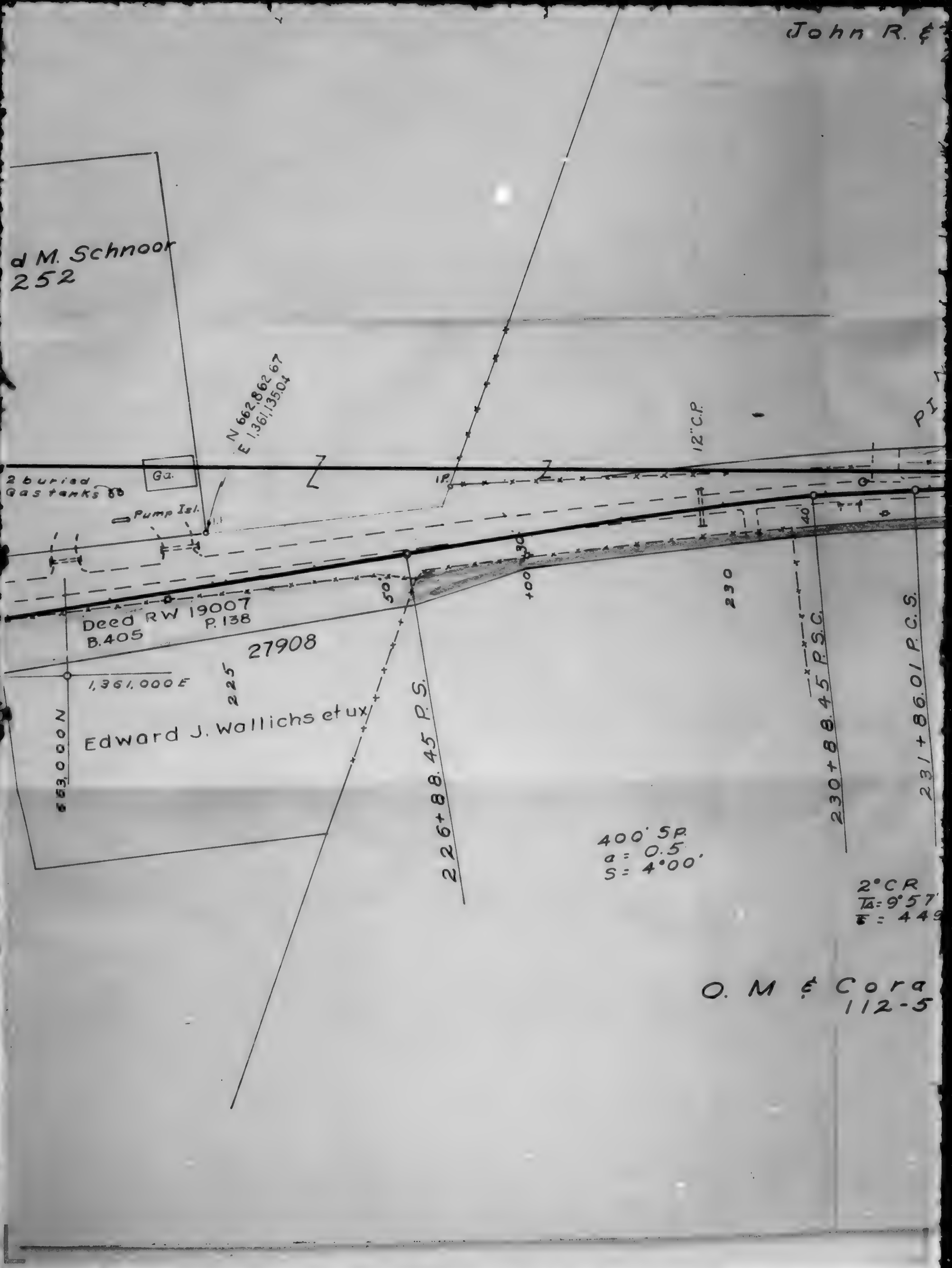
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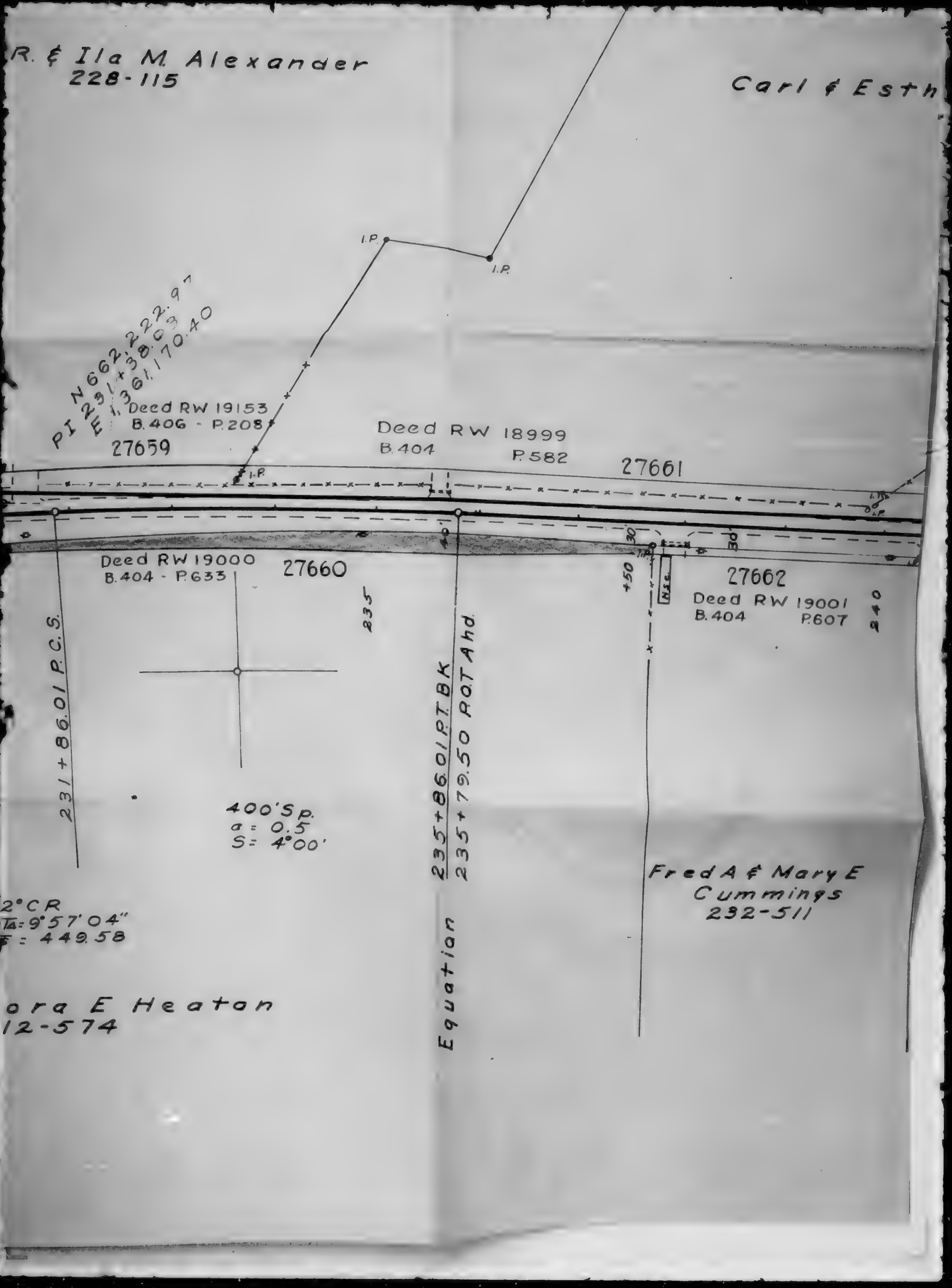
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Fred A & Mary E
Cummings
232-511
ora E Heaton
12-574

FACT SHEET
CORA HEATON

8/17/49	Letter of complaint from Mrs. Heaton - referred to A.G.S.
10/ 7/49	Answered by Stiffler, no relief given.
11/11/49	Letter of complaint from Mrs. Heaton.
11/22/49	Skelton reported: (1) Complaint re water through culvert under our road. (2) Culvert had been in place when OSHD took jurisdiction in 1930. (3) Mrs. Heaton wanted water bypassed to another cross-culvert 1,800 feet south.
June/58	Contract to reconstruct Hillsboro-Campbell Bridge Section (1) Eliminated 12" culvert at Station 220+ (2) Changed grade, carried water to 229+70. (3) Enlarged culvert at 229+70 to 18".
11/14/58	Letter of complaint from Mrs. Heaton.
11/20/58	Complaint from Mrs. Heaton through Burdett who points out exactly the above.
11/20/58	Referred above to Skelton.
12/ 2/58	Report by Al Johnson: (1) Outlines above facts re grade change. (2) Relates that a ditch led away from culvert at Station 221+50 to northwest. (3) Recommended restoring original pattern.
12/15/58	Reply to Burdett, promising to restore original pattern as above.
12/18/58	Letter to Cooper with work order.
12/22/58	Letter from Burdett acknowledging work and calling attention to road approach problems.
1 / 5/59	Answer Burdett, further explaining details and promising to get work underway.
1 / 9/59	Letter from Burdett re serious condition.
1 /14/59	Letter from Al Johnson stating correction started 1/12/59.
1 /20/59	Letter to Burdett stating work should be completed 1/30/59.

HOME ADDRESS
JOHN D. HARE
RT. 1, BOX 23
HILLSBORO, OREGON

STATE OF OREGON
OREGON STATE SENATE
SALEM

January 20, 1959

Mr. W. C. Williams, Chief Engineer
State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Williams:

I am enclosing to you a letter which I received from one of my constituents, Mrs. Cora E. Heaton.

I do not know whether Mrs. Heaton is an old crackpot, or whether she has a legitimate right to be unhappy. If one of your members should be in the Hillsboro area it would be appreciated if he were to call upon Mrs. Heaton and quiet her ulcer condition.

Sincerely,

John Hare

H/H

John D. Hare

Encl

NOTED
FORREST COOPER

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JAN 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Explore Oregon... Centennial Exposition June 10–September 17...1959

Hillsboro, Oregon
Route 2, Box 33
January 7, 1959

Mr. John Hare, Senator Washimgton County
Route 1, Hillsboro, Oregon

Dear Sir:

I am writing concerning highway problem I and many other people all over the state experience at the hands of our Highway Commission and especially the high handed methods of the highway engineers. They are certainly people who take delight in pushing the people around.

Does the state legislature or any one else in the state of Oregon have any control over them? If not it is high time some laws are passed curtailing their authority. We are pretty well brain washed about the Russians pushing their people around but if they are any worse ~~than~~ about brow beating the public into submission than this state highway department the lord pity them.

This water problem on my place has been going on ever since the rains started in November and they are still "Begging our Indulgence" in the matter and I am still taking all of that water which through investigation and admission of highway engineer they had no right to turn down across me.

To date all that has been done is to send out surveyors to go over ground they have been over dozens of times in last three years.

There is not a house yard, barn lot, hog wallow, mud hole or cow track they have not surveyed endless times. People are pretty thoroughly fed up on this waste of money. I understand the state highway needs more and is going to ask legislature for same at this session. For what?

These people are supposed to be serving the public but how I cannot understand. There is certainly no public relations in so far as they are concerned.

This open ditch in front of my house and along my front yard is still open and will be I presume until summer at least. There never before has been a ditch along here. About five weeks ago men came and rolled some tile in to a part of it but to date not a shovel full of dirt has been filled in on top of it. Some one from highway engineer's office called me about two weeks ago saying they had made arrangements to have that work completed the first of the next week but so far no more has been done.

No one has any confidence in anything they say.

They were also going to move my mail box back to original place where it had been for forty years but I am still walking the plank across open ditch, which my neighbor put in, so I could get my mail.

The first I knew the state intended to take land from me was when the surveyors came trampling up through my grain field and front yard driving their stekes. Is this according to law or should we have the courtesy extended to us of being notified that they were planning on taking part of our land?(More of Russia. Are we patterning after them or have some of our highway officials been over there giving them pointers?)

The people's money pays for this work, all of the State Highway officials salaries including these insulent engineers, their cars, gas and everything else connected with the highways and still they can tell untruths about what they have done and not done as in this instance

and then we have to [illegible] and hire a lawyer to try and force them to undo what we and they know they have done all along.
Mr. Cochell the engineer stood in water up to his ankles and which was running in a steady stream into my barn and what was at one time a milk house and in later years an egg room and denied having done anything to turn more water down on my property when in reality the ditch on east side of highway at mouth of tile which they had installed had been closed and culvert at top of hill which had taken care of water up there had been closed off by new highway. This is just to demonstrate how truthful they are and the things they do and get away with.
It is not just the property owners but the mail carriers and every one else who has any business dealings with them.

Talk to any one out along this highway construction if you want to know how they feel about this matter and also the amount of money they see being wasted every day.

If these matters are carried into court who pays the bill? Certainly not these engineers and others who create these circumstances. If there was some curtailing of their dictotorial tactics and illegal practices such as these there would be very few court cases and more money to be used for highway construction and a better feeling and relationship all around and perhaps in time a little more respect for some of our tax paid people in places of authority.

I hope I have not bored you with this setting forth of facts etc.

Again I say in the interest of the public and all concerned who pay taxes in any form the state legislature should take steps to point out to this commission the errors of their ways and demand that they show a little respect at least for those they are supposed to serve.

Very truly yours,

Cora E. Heaton

Cora E. Heaton

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FOR FILING

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January 20, 1959

Mr. James E. Burdett
Hare, Sturgis and Burdett
Attorneys at Law
Hillsboro, Oregon

Dear Mr. Burdett:

Your inquiry concerning the Cora Heaton property on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway has been forwarded to this office for appropriate action. We must apologize for the delay in proceeding to make the corrections that we were obligated to make on the section of highway fronting Mrs. Heaton's property; however, work was started toward correcting the drainage pattern on January 12, 1959, and we anticipate it will be completed on January 30, 1959.

Thank you very much for calling this matter to our attention. We sincerely hope that the completion of this work will alleviate the inadequate drainage situation in the area on Mrs. Heaton's property.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mrs. Cora Heaton
Route 2, Box 33
Hillsboro, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

FK:lw:ae

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 14th, 1959

Hillsboro-Campbell Bridge
Hillsboro-Silverton Hwy.
Profile 156-1000, Cont. 5280

[illegible]
Construction Engineer
State Highway Department
Salem, Oregon

Attn: [illegible]

Reference is made to your letter of January 13th, together with a letter from attorney James [illegible], regarding ditching and drainage work in connection with correcting drainage as a result of a complaint from Mrs. [illegible].

Please be advised that work was started on this drainage correction on Monday January 12th by the contractor, and we will advise you on completion of this work.

A. G. JOHNSON
Assistant Division Engineer

AGJ:w
cc: James [illegible]

CONSTRUCTION DIVISION
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PLEASE RETURN TO
FORREST COOPER

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

January 9, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Cora Heaton Property
Hillsboro - Campbell Bridge Section
Highway 219, Hillsboro - Silverton
Near Eng. Sta. 229+75

Dear Mr. Williams:

Your letters of December 15, 1958 and January 5, 1959 have mentioned corrective work that the Department intends to carry out in connection with the water drainage problem on the Cora Heaton property.

I have received word from Mrs. Heaton that by reason of severe water flooding of her premises she is not able to have access to her barn and barnyard and has had to have stock taken out for that reason. This matter is most serious to Mrs. Heaton, and it is hoped that corrective work can be immediately accomplished.

[illegible]

Very truly yours,

James E Burdett

JAMES E. BURDETT

JEB:h
cc: Mr. A. G. Skelton
Division Engineer
State Highway Department
Salem, Oregon

cc: Mrs. Cora Heaton
Route 2, Box 33
Hillsboro, Oregon

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OFFICE OF
STATE HIGHWAY ENGINEER

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January 5, 1959

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Hare, Sturgis and Burdett
Attorneys at Law
Peoples Bank of Oregon Building
Hillsboro, Oregon

Attention: Mr. James K. Burdett

Gentlemen:

Further reference is made to the drainage problem existing in front of the Cora Heaton property on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway.

As explained to you in my letter of December 15, 1958, we plan to restore the drainage to the pattern it had immediately prior to our recent construction. This will involve the regrading of the ditch on the easterly side, which is mentioned in your letter of December 27. This ditch graded and reconstructed will drain water north in the easterly ditch line from a point approximately half way between the culvert at Station 299+70, which is presently in place, and the culvert which we intend to install 800 feet north. I believe that when this reconstruction is finished you will find the drainage pattern will be that which prevailed prior to our work in this area. In addition, the culvert under the Anderson approach, about which you expressed concern, will be lowered so as to minimize any backing up of water flowing on south.

I beg your indulgence until we can get this corrective work done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mrs. Cora Heaton

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton
LHY:fp fn

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

PLEASE RETURN TO
FORREST COOPER

December 22, 1958

REFERRED TO
Cooper

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Hillsboro - Campbell Bridge Section
Highway 219, Hillsboro-Silverton
Near Eng. Sta. 229+75

Dear Mr. Williams:

Thank you for your letter of December 15, 1958, concerning the drainage water problem of Mrs. Cora Heaton.

It is noted that you intend to reconstruct the culvert near the easterly property line of the Ozzie Schnoor lands; however, you make no mention of lowering the grade level of the ditch on the easterly side of the highway in the area of the culvert serving the driveway to the Alexander property. Based upon what Mr. Alexander has told me, and the way the ditch looks, it appears that the grade level of the ditch tends to rise in the area of his culvert thereby preventing water from following along the east side of the road in a southerly direction. Your consideration of this change will be appreciated.

Of course, until you have reconstructed the culvert near the Schnoor property and rains follow, we will not be in a position to state just what effect your proposed change will have as to Mrs. Heaton's drainage problem.

Very truly yours,

James E Burdett

JAMES E. BURDETT

[illegible]

JEB:h
cc: Mr. A. G. Skelton
Division Engineer
Portland 1, Oregon

RECEIVED
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STATE HIGHWAY COMMISSION

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STATE HIGHWAY ENGINEER

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December 23, 1958

1040

Mr. W. F. Heckman
Route 2, Box 44
Hillsboro, Oregon

Dear Mr. Heckman:

Reference is made to your letter dated December 6, 1958 concerning criticism of our construction on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway. We are indeed sorry that you have found our right-of-way negotiations unsatisfactory.

The only new problem introduced in your letter was the problem of access. Our Assistant Division Engineer, Mr. A. E. Johnson, has made suitable investigation of this problem and has discussed it with you. His investigation has disclosed that previous to our construction the ditch in front of your property was rather shallow. You did have a gate leading into your garden area and an access for the movement of plowing equipment et cetera into this area. It has now developed that we have raised the grade and increased the ditch width fronting this former access. We will reconstruct this access some time this spring when the contractor on the section resumes operation.

The one-quarter acre of woods across the road from your home has never had a definite point of access. Since the access on this section of highway is unrestricted, you may construct your own access into this wooded area upon complying with the permit regulations set up by Oregon state law.

We sincerely hope that the provisions stated above, when completed, will be satisfactory to you.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

REFERRED TO
Cooper
[illegible] Highway Engineer

PLEASE RETURN TO
FORREST COOPER

Route 2, Box 44,
Hillsboro, Ore.
Dec. 6, 1958.

Mr. W. C. Williams,
State Highway Engineer,
Salem, Ore.

Dear Mr. Williams:

Thank you for your letter of November 21 regarding drainage in front of our property on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway. The Highway Department crew have found and opened the 4-inch drainage pipe which runs under our place.

I know nothing about law but I cannot believe it is the intent of the law to allow natural drainage ways be so tampered with that a flood of water pours through a persons milkhouse and barn as has happened to a widow neighbor of ours. Namely Mrs. O. M. Heaton.

I don't feel critical about the Highway Department. I always thought they did an excellent job, especially on the secondary roads throughout our state.

However, may I suggest that the appraisors and others who settle with property owners be better informed. We and the neighbors were told our road would only be raised 8 inches. It has been raised a couple of feet and it poses a problem for us with a steep driveway now. Also we were told the State would only put in one access to our place. I notice other people got more than one access to their places. We were also told, in regards to the above drainage, the State would not put in or allow for a larger drainage pipe through our place. A larger drainage pipe was put in on a property up the road.

A few years ago we had access to our garden. Then the road crew put in a deep ditch. Now there is still a deeper one. Also we have a quarter acre of woods across the road. Now there will be an access problem if ever we want to get upon it.

In view of the above, if ever we are involved in another road building project, we will not agree to anything until the project is finished and we see the final results. I also will advise others to do the same from here on.

I know your Department has many problems and each property owner has his pet "peeves." But I believe genuine constructive criticism should do no harm.

Sincerely yours,

W F Heckman

W. F. Heckman.

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STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1958

SUBJECT: Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Contract No. 5280

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith Extra Work Order #3 covering revision of the drainage ditches at Station 219 to 226 on the subject named project.

These ditches were constructed as per the plans for this project. It was subsequently brought to our attention by Mrs. Cora Heaton that we were diverting water through a pipe across a drainage through her land. This was objectionable to her in as much as we were putting water through this pipe, Station 229+30, which was tributary to a pipe, Station 221+60, which had been removed during the course of construction.

This Extra Work Order is for the purpose of restoring the drainage to the original pattern by installating of a pipe at Station 221+50 and revision of the new ditches to fit this drainage pattern.

This is in accordance with Mr. Williams' letter of December 15 to Attorney Burdett, who represents Mrs. Heaton. Bid prices would not be applicable to this revision. It is, therefore, thought that the work should be done by Extra Work Order.

It is my recommendation that the Extra Work Order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

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STATE HIGHWAY ENGINEER

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December 15, 1958

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Mr. James E. Burdett
Attorney at Law
Peoples Bank of Oregon Building
Hillsboro, Oregon

Dear Sir:

Reference is made to your letter of November 20 and Mrs. Heaton's letter of November 14 regarding a drainage problem that exists in front of her place on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway.

As a result of these letters, I have had an investigation made into this drainage and find that this was the subject of a complaint from Mrs. Heaton in November of 1949. At that time, Mrs. Heaton was informed that the water that was running across her property at Highway Engineer's Station 229+70 was in a natural drainage and that we must insist upon the use of this natural drainage for the disposal of the water. This is still true. This pipe is in a natural drainage; however, investigation has shown that we might be taking some water that is tributary to another drainage and putting it through this culvert and over Mrs. Heaton's land. In order to correct this situation, which is naturally objectionable to Mrs. Heaton, we will restore the drainage to that pattern which it had immediately prior to our recent reconstruction by reinstalling the culvert approximately 800 feet north, which was removed in the reconstruction.

I am very sorry that Mrs. Heaton has been inconvenienced by our action and assure you that we will take immediate steps to correct the same.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mrs. Cora Heaton
Route 2, Box 33
Hillsboro, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

LHY:fp:ae

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
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Portland, Oregon
December 2, 1958

SUBJECT: Hillsboro-Campbell Bridge Sect.
Hillsboro-Silverton Highway
Contract 5280 Prefix 34-1008
Cora E. Heaton Complaint

To:
Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: L. H. Young

Reference is made to your letter of November 20, 1958 forwarding a complaint from Mrs. Cora E. Heaton regarding a drainage problem on the above subject project.

Mrs. Heaton complains of water from an 18" cross culvert at Sta. 229+70 flowing across her property and into her barn. She states that surplus water was never turned across her property.

Reference is also made to a letter addressed to this office from Mr. James E. Burdett, Attorney with Hare, Sturgis & Burdett of Hillsboro, concerning the Heaton complaint, a copy of which was addressed to Mr. W. C. Williams in Salem.

Previous to the start of the above subject project there was a 12" concrete cross culvert at the same location, namely 229+70. Apparently this culvert was in place at the time the Highway Department took over this highway from the County. Water from the old 12" culvert flowing across the Heaton property was the subject of a similar complaint by Mrs. Heaton on August 17, 1949. Considerable investigation work was done at that time and many letters written concerning this complaint, with the result that Mrs. Heaton was advised that the culvert discharged water into a natural drainage area, that the drainage at this point was in keeping with normal drainage practice, and that to bypass this culvert or close it would subject us to possible damage claims from properties affected by our taking drainage out of its normal channel. She was also advised that we would not turn any more water across her barn lot. For your information, copies of the many letters written at that time are forwarded herewith.

In connection with the above subject current project, the existing 12" pipe at 229+70 was replaced with an 18" concrete pipe at the same elevation. This project also involved raising the existing grade from about Sta. 217 to 224 and lowering the grade from Sta. 224 to 229. In addition to the above, an existing 12" pipe at about Sta. 221 +50 was eliminated. Previous to our construction here, the above mentioned 12" pipe at Sta. 221+50 took the drainage from about Sta. 216 to Sta. 226. Water from this culvert flowed to the west across the Charles C. and Bertha M. Darr property (current R/W No. 27656), through a ditch varying in depth from about 1' deep to 3' deep and about 200' long. No record can be found of any easement concerning this ditch, and since the natural drainage at this point flows generally to the northwest and is now cultivated land, it is assumed that this ditch was constructed by property owners to prevent erosion of the cultivated areas. As a result of the above mentioned grade changes and the elimination of the culvert at Ste. 221+50, additional drainage water has been turned to the south and has resulted in considerable more water onto the Heaton property.

Mrs. Heaton has mentioned that since the installation of the new 18" pipe near her place, all water coming down the east ditch is diverted across her property. Attorney Burdett in his letter mentions that he has information from neighbors that water flowing south in the easterly ditch flowed past the culvert near the Heaton property and did not flow onto the Heaton property. Actually, it is probably true that a portion of the water in the easterly ditch did bypass the pipe near the Heaton property due to the ditch being silted up and the culvert partially plugged. This condition, however, has probably been temporary since the ditches are periodically cleaned, and there is concrete evidence that in 1949 the water did flow across the Heaton property. An investigation disclosed that it would be possible to plug the culvert near the Heaton property and allow the water to flow to the south. This water could be put into the culvert and drainage area at 250+22 but would undoubtedly result in claims of damage. It would also be possible to install a new culvert in the vicinity of Sta. 240 and divert the water across a very small swale toward the west. The property at this location is also owned by Mrs. Heaton and if this were done, the water would cross cultivated land belonging to her and flow generally to the north across more cultivated land. This, Mrs. Heaton stated, she would object to, and since it would involve the changing of drainage from a natural drainage area and relinquishing drainage from a natural drainage area, it is recommended that this method not be considered.

Since our current project has involved a grade change and the change of drainage, which has resulted in additional water across the Heaton property, it is felt that we are responsible for the correction of drainage if possible. I talked with Attorney Burdett and stated that a study was being made, and that it might be possible to eliminate the surplus water from the Heaton property, but that since it was a natural drainage area, it was doubtful that all water would be removed. Mr. Burdett was of the opinion that if this were done, Mrs. Heaton would have no complaint.

Enclosed herewith is a plan and profile of the area in question, and it is recommended that the following work be done: That the drainage at Sta. 221+50 not be abandoned and that an 18" pipe be installed at this point at a lowered elevation and the ditch grades along the highway be revised so that water from about Sta. 226 will flow on an adverse grade to it. This would require the salvaging and re-installing of the various approach culverts and would also require the lowering and widening of the drainage ditch across the

Darr property unless the drainage were allowed to flow across the cultivated land to the northwest. This perhaps involves a legal question of our rights of drainage but it is felt that the lowering of the culvert would no doubt have considerable bearing. It is felt that it will probably be necessary to obtain an easement across the Darr property for the purpose of reconstructing this ditch. At the present time the additional right of way we are acquiring from the Darr property is under condemnation.

At the present time we are using the section of the old road in this location for detour purposes and this work would require the removal of the access from the old road to the new road. This access would be moved to the north and would serve either as a connection to the old road for a continued winter detour or traffic could be routed on the new grade and the new approach used as a temporary access for school busses into the school in the vicinity of Sta. 215.

Included on the plan and profile is an estimate of cost for the above mentioned work. Since the grading has been practically completed in this area, and since the material contains considerable rock in the form of boulders, and the culvert work consists of salvaging and re-laying existing pipe, it is recommended that this work be done on an extra work order basis. We have mentioned to the contractor that there is a possibility of additional work in this area in the way of culvert work, etc. and we are advised by the contractor's representative that necessary equipment could be moved to the job.

With an estimated cost of approximately $2200.00, it is recommended that the above work be done and with the thought that the drainage water through the pipe near the Heaton property will be restored to that of former years, and that no additional piping or culvert work be done on the Heaton property at this time.

A E Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:ds

cc: James Cochell

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
PEOPLES BANK OF OREGON BUILDING
Hillsboro, Oregon
MIDWAY 8-1186

REFERRED TO Cooper
By State Highway Engineer

November 20, 1958

[illegible] FORREST COOPER

Mr. A. G. Skelton
Division Engineer
State Highway Department
Sellwood Station
Portland 1, Oregon

Attention: Mr. A. E. Johnson

Re: Hillsboro - Campbell Bridge Section
Highway 219, Hillsboro - Silverton
Near Eng. Sta. 229+75

Dear Sir:

This office represents Mrs. Cora Heaton, who is the owner of property adjacent to the westerly side of the above highway at and near the above Engineer's Station number. Mrs. Heaton is a widow and has resided on her property since 1919. She reports that since the highway in front of her premises has been changed and a new cement tile installed under the new highway near the above station number, that she is receiving water in large quantities and to a degree that has never occurred in the past.

I checked her property on November 19, 1958, and found that the tile in question was discharging water in sufficient quantity to cause a washing of the soil in her walnut orchard, following which the water then proceeded to where it flowed into her barn and what was once a milk parlor. The property was again checked today by me and Mr. Jim Cochell, of your department. Water was still flowing in excessive quantities upon her property, but not to the degree that was present yesterday inasmuch as the rains have somewhat diminished.

In talking to Mrs. Heaton, and Mr. Alexander, who owns property near the above Engineer's Station, they are of the opinion that the new tile that has been run under the highway is at an elevation lower than the original tile. Mr. Cochell is of the opinion that the tile

Young

presently installed under the highway is at the same level as the old tile, the only change being that by reason of highway requirements the new tile is larger in diameter.

I am told by Mr. Alexander that the water, prior to the change in the highway and the ditch along the easterly side, in the past flowed on down southerly on the easterly side of the highway past his premises and did not flow onto the Heaton property. Mr. Alexander has been familiar with the Heaton property for many years, and has cultivated the walnut orchard that is presently being washed and flooded, and he states that never has the soil washed in the orchard in the past.

I have also checked with Mr. Ozzie Schnoor in the presence of Mr. Jim Cochell, and Mr. Schnoor pointed out a culvert under the old highway near the northerly limits of his property that is presently completely blocked by the new highway. It appears that no provision was made in the new highway for a culvert to take the place of the old one that is blocked. The Schnoor premises are northerly, and uphill from the Heaton premises. Mr. Schnoor states that prior to the highway change, waters from the schoolhouse, which is northerly of his premises, and also the waters from his premises flowed into the ditch on the easterly side of the old highway, and then passed by reason of the culvert near his northerly limits across and under the old highway and into a drainage ditch at right angles to the old highway, and then proceeded down the ditch westerly to a slough. All of these waters now flood~~ing~~ southerly along the easterly side of the highway down to the point where they intercept the tile near the Heaton property and they are being discharged onto the Heaton premises. No waters are being carried, as was the case in the past, on down the hill along the easterly side of the highway passed the Alexander premises. This is not possible by reason of the fact of the elevation of the title in the ditch and the grade of the ditch on the easterly side extending southerly toward the Alexander premises. Mr. Alexander also is of the opinion that the culvert on the easterly side of the road serving his premises is at a higher elevation as was in the past, and by reason of the higher elevation in his culvert ~~and~~ ditch waters are not permitted to pass as in previous years and are blocked and turned onto the Heaton property.

It appears that the grade of the highway has been changed and is different than the grade of the older highway in that the same has been cut down and leveled with respect to that portion lying between the Schnoor premises and the Heaton property. It is assumed also that the level in the ditch on either side of the road has likewise been changed. In any event, I do not believe that it can be disputed that Mrs. Heaton is getting water to a damaging extent, and to an extent greatly in excess than has ever been the case in the past. She is unquestionably getting waters that would not have naturally reached her premises in the past.

Under the circumstances, the matter is urgent so far as Mrs. Heaton is concerned, and it will be greatly appreciated if you will give immediate attention to the matter to the end that we can work out some practical solution to the trouble. It would seem that without great difficulty a new tile could be installed under the highway near the northerly limits of the Schnoor property to take care of the water in that area as was in the past, and in addition, steps can be taken to hold the water along the easterly side of the highway.

I wish to express my appreciation to Mr. Jim Cochell, who promptly appeared on the premises in response to my request. He stated that he could not, of course, make any commitments as to the position of the Highway Department in the matter.

Your prompt answer will be appreciated. I will be glad to meet with any representative of your department promptly, if you so desire.

Very truly yours,

JAMES E. BURDETT

JEB:h
cc: Mr. W. C. Williams
State Engineer
State Highway Dept.
Salem, Ore.

Mr. Jim Cochell
Box 154
Hillsboro, Ore.

Mrs. Cora Heaton
Rt. 2, Box 33
Hillsboro, Ore.

RECEIVED
NOV 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

ERRED TO
Cooper
State Highway Engineer

FORREST COOPER

Hillsboro, Oregon
Rt. 2, Bx. 35
November 14, 1958

State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

Am coming to you concerning a problem which was taken up with department by me on advice of Mr. McAlear, now deceased, who was then my attorney.

This concerns a drain tile which is under highway in line with a small walnut grove in my barn lot along highway 219 south of Hillsboro which is being widened. At the time this question was taken up one of the state engineers who came out after I wrote Mr. Williams assured me a level would be used to determine whether this was natural drainage. This has never been done.

An open ditch however was placed on the east side of highway and this surplus water was never turned across our property.

I called State Highway office here when they were getging ready to place new and larger tile in this same location stating the facts as I am stating them here but nothing was done about it.

They not only placed this larger tile but plowed the ditch in just below or south of this tile on both sides of road so as to divert all water coming from north down through my barn lot. The water from north on west or my side of road has also been diverted across my barn lot from another angle.

I keep my fire wood in my barn and this water, part of it, runs directly in to my barn under my wood.

I called the highway office Wednesday during the big rain to come and see what has been done. One of the men came out but said he was not in authority and the engineer, I believe he called him would be out next day, Thursday but he did not stop in. This man however stated they had blocked this water intentionally and did not think they would do any thing different.

I did think I would take it up with Mr. Hare, my attorney at this time but decided to write the highway office first as my money helps pay you, helps pay for highway and everything connected with it si feel I as a tax payer am entitled to a little consideration from your office and some consideration without hiring a lawyer to represent me. I have tried to cooperate in this matter but looks like the time has come when cooperation is all on my side.

If this condition is allowed to exist my walnut trees will be ruined by water standing on them, soil is washing and my barn is going to be worthless as a storage place for my fire wood.

When my late husband was alive this served as our garage so you can see this water condition did not exist then.

You may verify my statements by any number of neighbors and others who have known us for a number of years. Some of them since we moved here in 1919.

Will appreciate your giving this your immediate attention.

Respectfully yours,

Cora E. Heaton

Cora E. Heaton

RECEIVED
NOV 17 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
NOV 24 1958
FOR FILING

8-65(5)

5280

November 21, 1958

Mr. W. F. Heckman
Route 2, Box 44
Hillsboro, Oregon

Contract No. 5280

Dear Sir:

Further reference is made to your letter of October 27 concerning drainage in front of your property on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway.

Since my last letter you have been contacted by Mr. A. E. Johnson, Assistant Division Engineer, who went over your problem with you. He has advised me that, although we replaced the 12-inch culvert in front of your place with an 18-inch pipe, this was done merely as a matter of complying with our standards for minimum-size culverts under roadways. It is not anticipated that this culvert will carry additional water over that carried by the culvert which we replaced.

He has further advised me that we will locate the four-inch tile which you have installed in the natural drainage. It is expected that if the four-inch tile previously carried this water it should do the same now. If such is not the case, however, we cannot be limited in a natural drainage by a four-inch tile as we are guaranteed the unrestricted use of natural drainage ways by law.

The resident engineer on the job has been instructed to place additional gravel upon your driveway, which will serve as a temporary remedy for the water running down your driveway until the permanent work can be completed.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 10, 1958

SUBJECT: Hillsboro-Campbell Bridge
Hillsboro-Silverton Highway
Prefix 134-1008 Contract 5830

To:
Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to a letter from Mr. W. C. Williams dated October 31, 1958 regarding complaint from Mr. W. F. Heckman of Route 2, Box 44, Hillsboro, Oregon. Mr. Heckman complained about water running down his driveway and referred to a culvert replacement where he has a 4" tile through part of his property.

I contacted Mr. Heckman and found that his driveway construction has not been completed and upon completion, water problems in this connection will be eliminated. Mr. Cochell was advised to have the contractor place additional gravel on this driveway for a temporary remedy.

I enclose herewith Sheets 9 and 10 of the plans for the above project, which indicates a culvert replacement at Sta. 272+37. An existing 12" culvert at this station was eliminated and replaced with a standard 18" concrete pipe; however, the 18" pipe was placed at Sta. 272+45, as this location fit local drainage best and eliminated the possibility of water running across the improved portion of the Heckman property. As indicated on Sheet 10 in red, Mr. Heckman has a 4" tile across his property, which, I stated, normally took care of water running under the road from the existing 12" culvert.

→ Mr. Heckman referred to culvert pipe which we placed on private property at Sta. 260+83, which apparently was covered by a right of way agreement. Apparently Mr. Heckman feels that since we replaced existing tile at this location, we should do the same for him. I explained to Mr. Heckman that while we increased the cross culvert to an 18" pipe, we do not expect any more flow of water, that the 18" pipe was our minimum standard for culverts crossing a highway, and that normally in using a natural drainage area such as the draw through his property, it would not be our responsibility to place tile on his property. I do not know the circumstances under which we replaced the tile at Sta. 260+83; however, at this location the land is currently being farmed and does not present such a definite drainage area as at Mr. Heckman's property.

CONSTRUCTION DIVISION
RECEIVED

NOTED ☑ ☐ ☐ ☐ ☐
CE ACE ACE COE

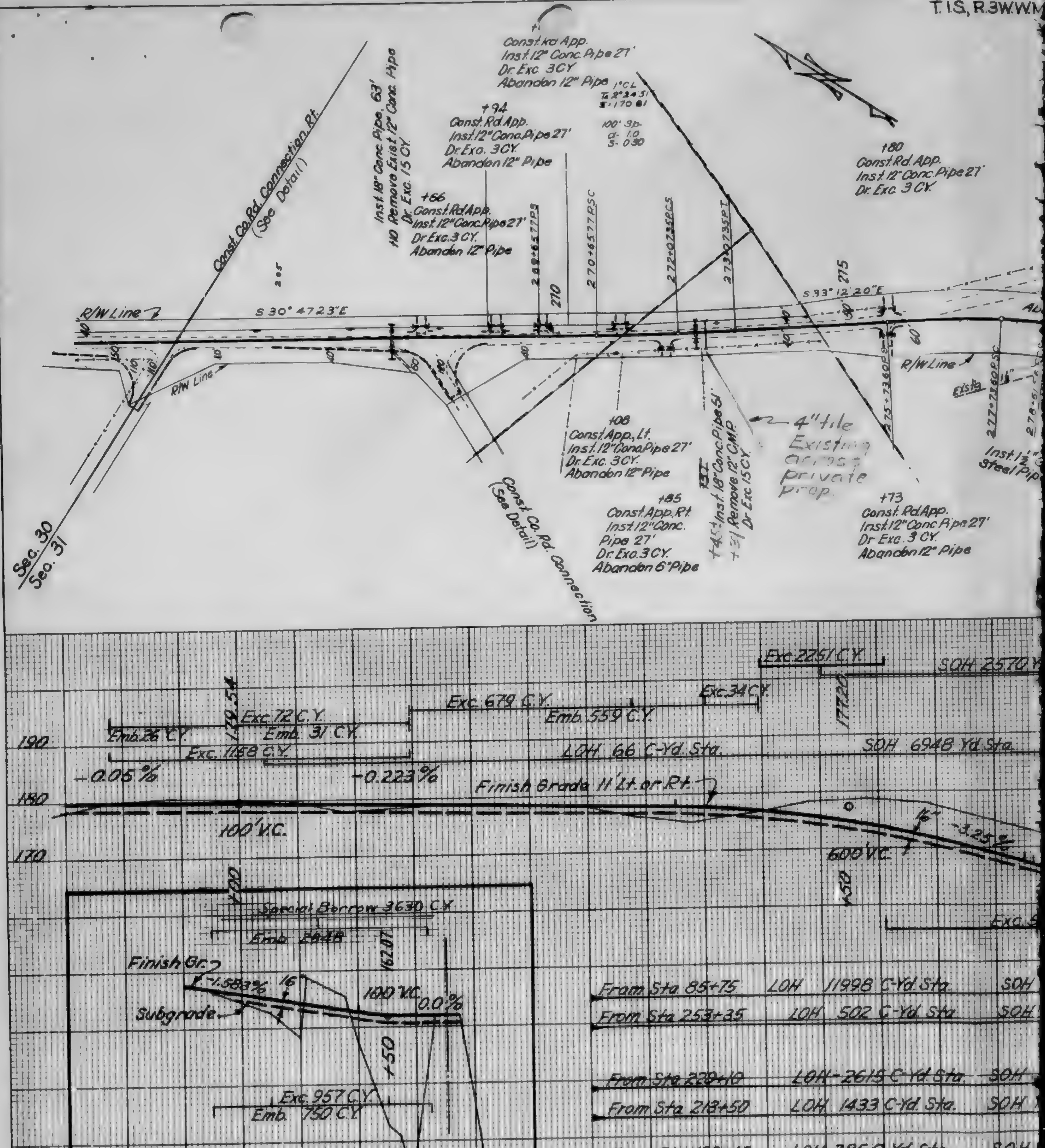
I advised Mr. Heckman that we would locate his 4" tile and make sure it was opened up to take water from our 18" culvert, which he agreed normally takes the water flowing from under the road. Unless there are legal reasons for us to replace his 4" tile, I would recommend that his request for replacement of this tile be denied.

A E Johnson

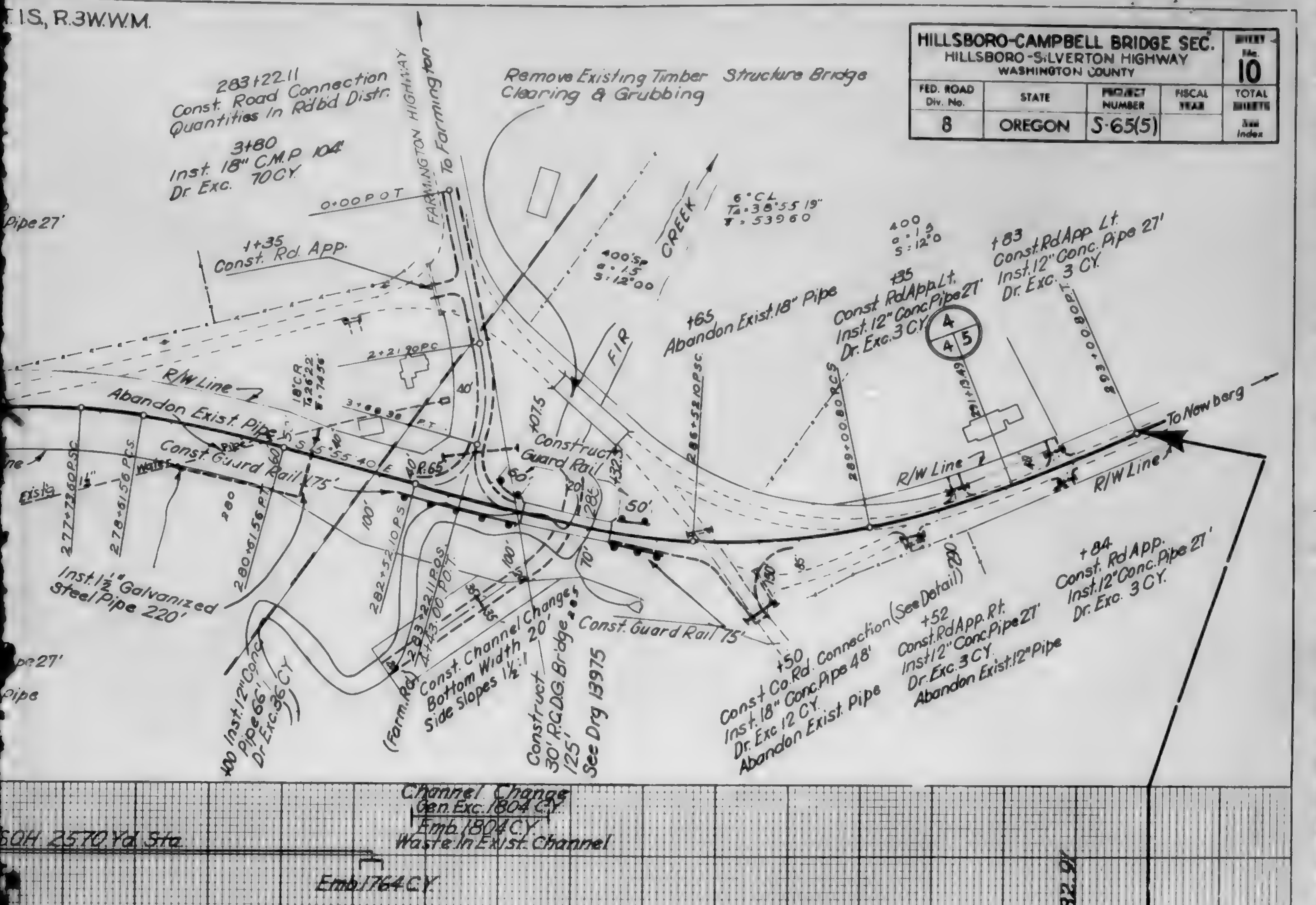
A. E. JOHNSON
Assistant Division Engineer

AEJ:ds

cc: James Cochell


T.1S, R.3W.W.M
Const. Co. Rd. Connection Rt. (See Detail)
Inst. 18" Conc. Pipe. 63'
+10 Remove Exist. 12" Conc. Pipe
Dr. Exc. 15 CY.
+66
Const. Rd. App.
Inst. 12" Conc. Pipe 27'
Dr Exc. 3 CY.
Abandon 12" Pipe
+94
Const. Rd. App.
Inst. 12" Conc. Pipe 27'
Dr. Exc. 3 CY.
Abandon 12" Pipe
+
Const. Rd. App.
Inst. 12" Conc. Pipe 27'
Dr. Exc. 3 CY.
Abandon 12" Pipe
1° CL
T= 2° 24' 51
S= 170.81
100' Sp.
a= 1.0
S= 0.30
269+65.77 P.S.
270
270+65.77 P.S.C.
272+07.35 P.C.S.
273+07.35 P.T.
275
265
+80
Const. Rd. App.
Inst. 12" Conc. Pipe 27'
Dr. Exc. 3 CY.
R/W Line
S 30° 47' 23" E
S 33° 12' 20" E
R/W Line
R/W Line
40
80
60
110
40
40
40
60
+08
Const. App., Lt.
Inst. 12" Conc. Pipe 27'
Dr. Exc. 3 CY.
Abandon 12" Pipe
+85
Const. App. Rt.
Inst. 12" Conc. Pipe 27'
Dr. Exo. 3 CY.
Abandon 6" Pipe
+45 Inst. 18" Conc. Pipe 51'
+31 Remove 12" C.M.P.
Dr. Exc 15 CY.
4" tile Existing across private prop.
275+73.60 P.S.
277+73.60 P.S.C.
278+61
Exist.
+73
Const. Rd. App.
Inst. 12" Conc. Pipe 27'
Dr. Exc. 3 CY.
Abandon 12" Pipe
Inst. 1½" Steel Pip
Const. Co. Rd. Connection (See Detail)
Sec. 30
Sec. 31
Exc. 2251 C.Y.
SOH 2570 Y
177.20
Exc. 34 C.Y.
Exc. 679 C.Y.
Emb. 559 C.Y.
179.54
Exc. 72 C.Y.
Emb. 26 C.Y.
Emb. 31 C.Y.
Exc. 1158 C.Y.
LOH 66 C-Yd. Sta.
SOH 6948 Yd. Sta.
190
180
170
-0.05%
-0.223%
Finish Grade 11' Lt. or Rt.
100' V.C.
600' V.C.
16"
-3.25%
+50
+00
Special Borrow 3630 C.Y.
Emb. 2848
162.07
Finish Gr.
-1.583%
16
Subgrade
100' V.C.
0.0%
+50
Exc. 957 C.Y.
Emb. 750 C.Y.
FARMINGTON HIGHWAY
0
1
2
3
4
+43 P.O.S.T.
Exc.
From Sta. 85+75 LOH 11998 C-Yd. Sta. SOH
From Sta. 253+35 LOH 502 C-Yd. Sta. SOH
From Sta. 229+10 LOH 2615 C-Yd. Sta. SOH
From Sta. 213+50 LOH 1433 C-Yd. Sta. SOH
From Sta. 198+40 LOH 385 C-Yd. Sta. SOH
262
265
270
275

HILLSBORO-CAMPBELL BRIDGE SEC. HILLSBORO-SILVERTON HIGHWAY WASHINGTON COUNTY				SHEET No. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-65(5)		See Index


T.1S, R.3W.W.M.
283+22.11 Const. Road Connection Quantities In Rdb'd Distr.
3+80 Inst. 18" C.M.P. 104' Dr. Exc. 70 C.Y.
Remove Existing Timber Structure Bridge
Clearing & Grubbing
FARMINGTON HIGHWAY
To Farmington
0+00 P.O.T.
1+35 Const. Rd. App.
Pipe 27'
CREEK
FIR
6° C.L. Δ=38°55'19" T=539.60
400' Sp e=1.5 S=12'00
400 e=1.5 S=12'0
+65 Abandon Exist. 18" Pipe
+35 Const. Rd App. Lt. Inst. 12" Conc. Pipe 27' Dr. Exc. 3 C.Y.
+83 Const. Rd App. Lt. Inst. 12" Conc. Pipe 27' Dr. Exc. 3 C.Y.
4 4 5
2+21.90 P.C.
R/W Line
Abandon Exist. Pipe
Const. Guard Rail 175'
Construct Guard Rail
3+69.38 P.T.
S 55°40' E
277+72.50 P.S.C.
278+61.56 P.C.S.
280+61.56 P.T.
282+52.10 P.S.
283+22.11 P.O.S. = 4+43.00 P.O.T.
286+52.10 P.S.C.
289+00.80 P.C.S.
291+13.49
293+00.80 P.O.T.
To Newberg
Inst. 1½" Galvanized Steel Pipe 220'
+00 Inst. 12" Conc. Pipe 66' Dr. Exc. 36 C.Y.
(Farm. Rd.)
Const. Channel Changes Bottom Width 20' Side Slopes 1½:1
Construct 30' R.C.D.G. Bridge 125' See Drg. 13975
Const. Guard Rail 75'
+50 Const. Co. Rd. Connection (See Detail) Inst. 18" Conc. Pipe 48' Dr. Exc. 12 C.Y. Abandon Exist. Pipe
+52 Const. Rd App. Rt. Inst. 12" Conc. Pipe 27' Dr. Exc. 3 C.Y. Abandon Exist. 12" Pipe
+84 Const. Rd App. Inst. 12" Conc. Pipe 27' Dr. Exc. 3 C.Y.
Channel Change Gen. Exc. 1804 C.Y. Emb. 1804 C.Y. Waste In Exist. Channel
SOH 2570 Yd. Sta.
Emb. 1764 C.Y.
Yd. Sta.
Emb. 908 C.Y.
-3.25%
157.21
600' V.C.
+07.5
+32.5
+2.483%
182.91
500' V.C.
+00
190
180
170
Exc. 5712 C.Y.
Emb. 4477 C.Y.
Special Borrow 9323 C.Y.
Emb. 1775
Emb. 5535 C.Y.
SOH 41814 Yd. Sta.
SOH 1906 Yd. Sta.
Emb. 2583 C.Y.
Emb. 2880 C.Y.
+65
Emb. 2489 C.Y.
Channel Change
SOH 37,806 Yd. Sta.
SOH 14916 Yd. Sta.
Emb. 4938 C.Y.
Emb. 1949 C.Y.
SOH 3144 Yd. Sta.
Exc. 2114 C.Y.
Emb. 1657 C.Y.
Emb. 4.1 C.Y.
S-65(5)
END OF PROJECT
END OF CONTRACT PROJECT ~ STA. 293+00.81
280
285
290
293

RECEIVED
NOV 6 - 1958

FOR FILING
8 65(5)

[illegible]

October 31, 1958

Mr. W. F. Heckman
Route 2, Box 44
Hillsboro, Oregon

Dear Sir:

In response to your letter of October 27, 1958, I am asking that a member of our engineering staff investigate the water problem at your approach on the Hillsboro-Campbells Bridge Section. (Right of Way File 27677). If corrective measures are in order, please discuss the matter with the person who calls on you.

Thank you for calling the matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ar

cc to: Mr. Forrest Cooper
Mr. Tom Edwards (with copy of letter)
Mr. A. G. Skelton (with copy of letter)

Mr. Skelton:

Please take appropriate steps immediately.

W.C.W.

Route 2, Box 44,
Hillsboro, Ore.
October 27, 1958.

Oregon State Highway Department,
State Highway Building,
Salem, Ore.

File no. 27677
Hillsboro-Campbells Bridge
Hillsboro-Silverton Hwy.

Gentlemen:

A small culvert in front of our property was replaced with a much larger one. We have a 4-inch tile through part of our property which normally took care of the water flowing under the road.

Also the road has been elevated above our driveway. While it was only temporarily graveled, during the recent rain, water ran down our drive-way, from the road. This has never occurred before. Perhaps by properly shaping the new driveway that you put in, it wont happen.

Perhaps I am unduly alarmed, but I wish to call your attention to the above facts. Also, to go on record that they were pointed out to your department.

Very truly yours,
W F Heckman
W. F. Heckman.

RECEIVED
OCT 29 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-133 5M 4-56

RECEIVED
AUG 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S-65(5)

5280

Aug. 15, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5280, awarded Aug. 1, 1958, for structure, grading and paving on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 5 1958
FOR FILING

S-65(5)

5280

August 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 30, 1958, on Contract No. 5280, Hillsboro-Campbell Bridge Section, in Washington County, in connection with Federal Aid Project No. S-65(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
AUG 25 1958
FOR FILING
S-65(5)
5280

August 1, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading, paving and structure on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County for the sum of $286,239.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5280.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

MESTIC SERVICE
eck the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

Contract for Hillsboro-Campbell Bridge Section of Hillsboro-Silverton Highway, Washington County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003 900)
C. W. Head
Files

FORM E-122X 50M 1-58

RECEIVED

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

8-65(5)

5280

June 18, 1958

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Washington County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustment involves the relocation of a line which is along the existing road throughout most of the length of the project. The existing facility is on State highway right of way under the terms of Permit No. 2609, dated October 21, 1947, so that it will be your obligation to make the necessary adjustment without reimbursement.

Further details of the work may be secured from Mr. Jim Cochell, Box 154, Hillsboro, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Jim Cochell

FORM E-122X . 50M . 1-58

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUN 23 1958
FOR FILING

X-65(5)

5280

June 18, 1958

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustments
Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Washington County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustment involves the moving of a line along the existing road throughout the length of the project. This line is on State highway right of way under the terms of Permit No. 1131, dated November 2, 1938, so that it will be your obligation to do the work without reimbursement.

Further details of the work may be secured from Mr. Jim Cochell, Box 154, Hillsboro, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Jim Cochell

RECEIVED
FEB 21 1958
FOR FILING

A-65(2)

5280

February 20, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our secondary program is known as the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County. The survey on this project has been completed, and I am attaching a map which shows the general details and ask your approval of the survey and authority to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting on February 27-28.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me hi

4j (3)

E-123X 80M 8-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our secondary program is known as the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County. The survey on this project has been completed, and I am attaching a map which shows the general details and ask your approval of the survey and authority to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting on February 27-28.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

Encl.

NOTED
FORREST [illegible]

E-1232 80M 8-57

4j (3)

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our secondary program is known as the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County. The survey on this project has been completed, and I am attaching a map which shows the general details and ask your approval of the survey and authority to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting on February 27-28.

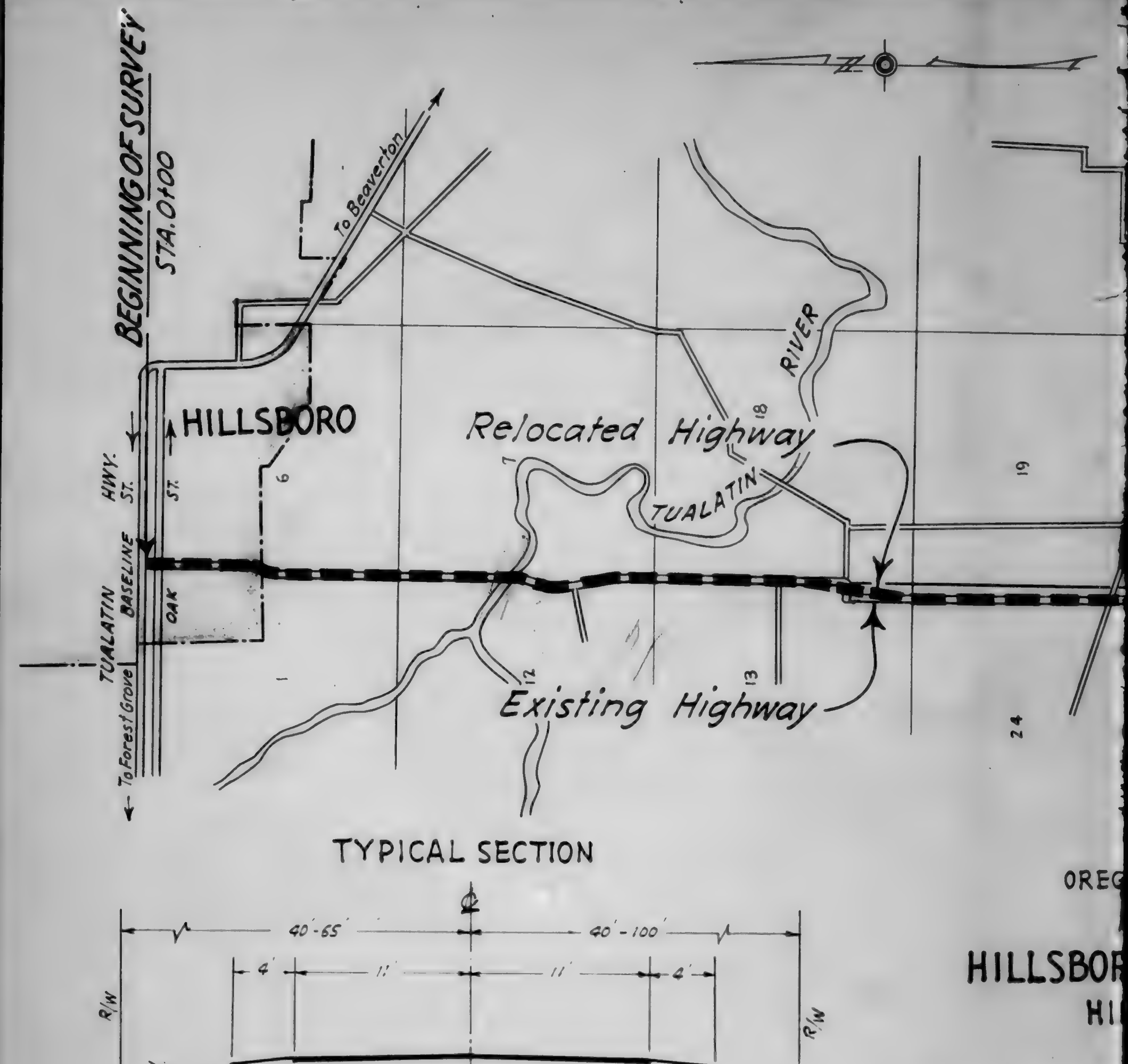
Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

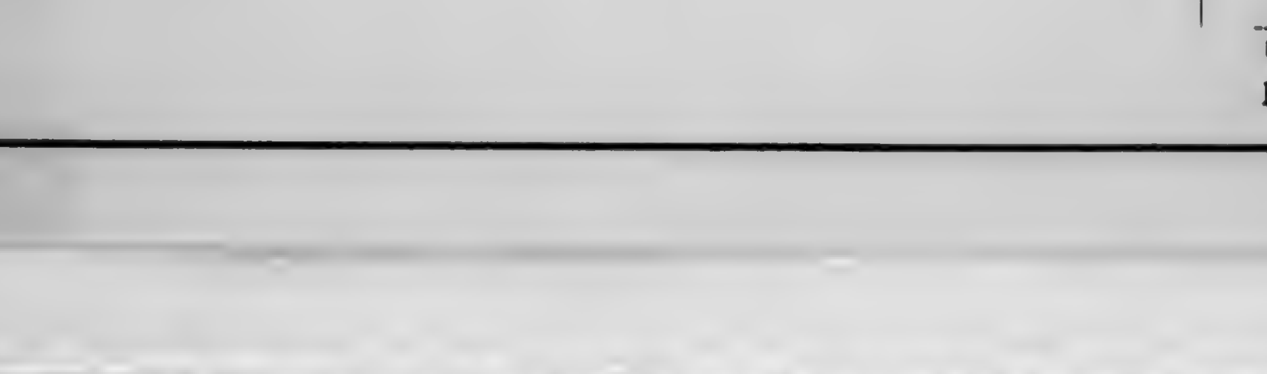
W. C. Williams
State Highway Engineer

Encl.

NOTED
FORREST [illegible]



TYPICAL SECTION



OREG

HILLSBOR

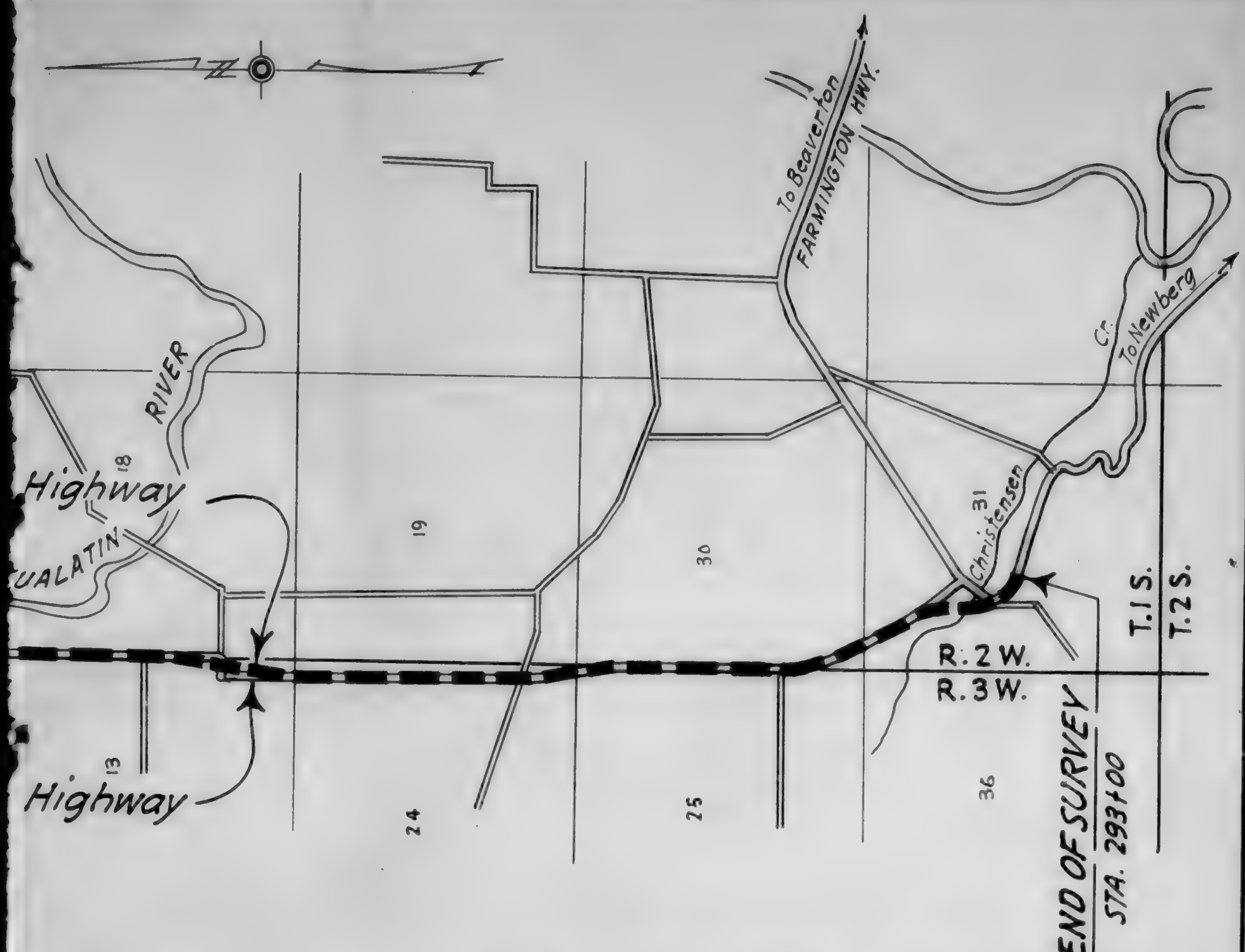
HI

APPROVED Scale

DEPUTY STATE HIGHWAY ENGINEER

Date FEB 1 9 1956

1R-5-1111



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

HILLSBORO - CAMPBELL BRIDGE SECTION

HILLSBORO - SILVERTON HIGHWAY

WASHINGTON COUNTY

Scale : 2" = 1 Mi.

Feb., 1958

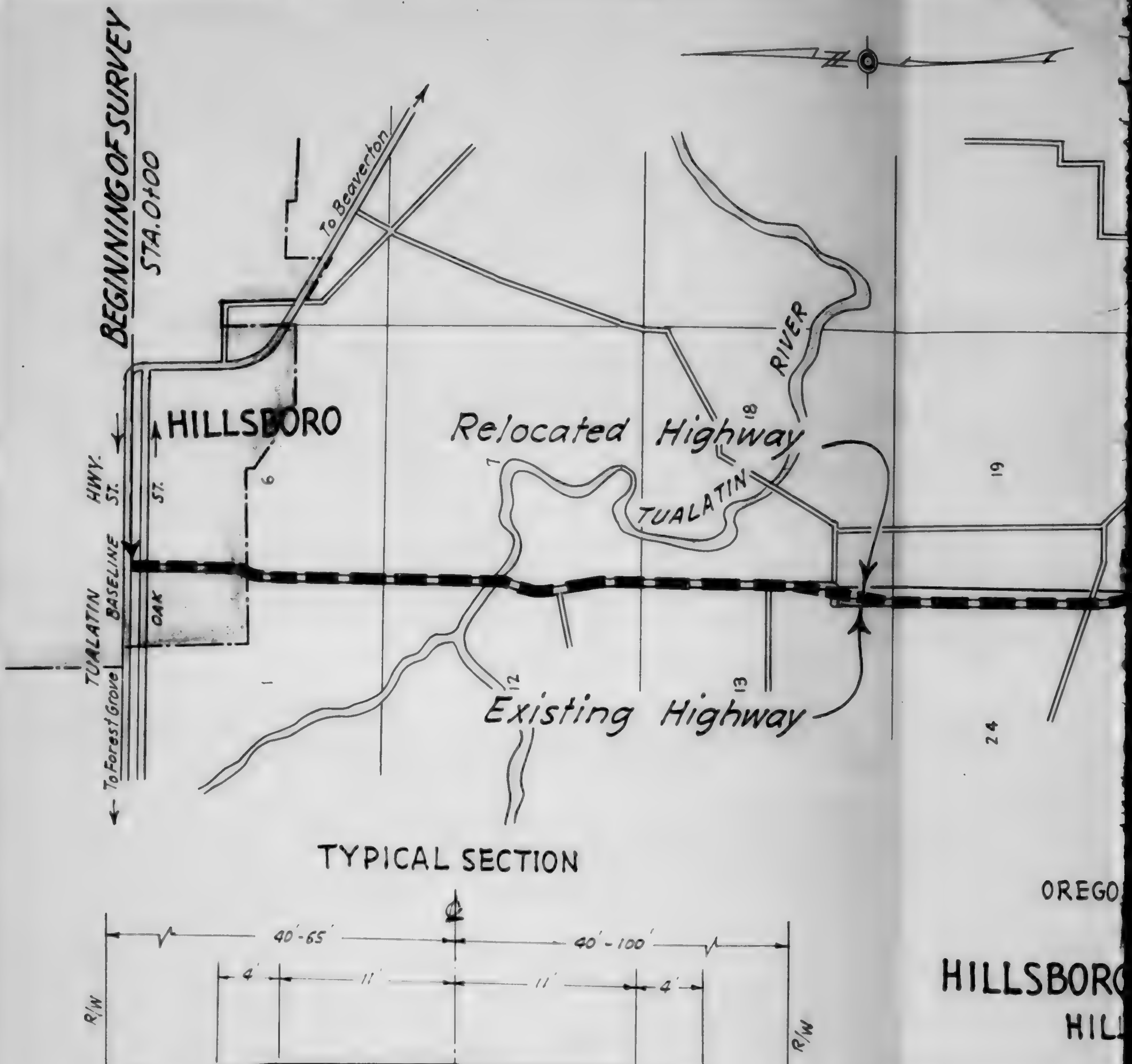
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

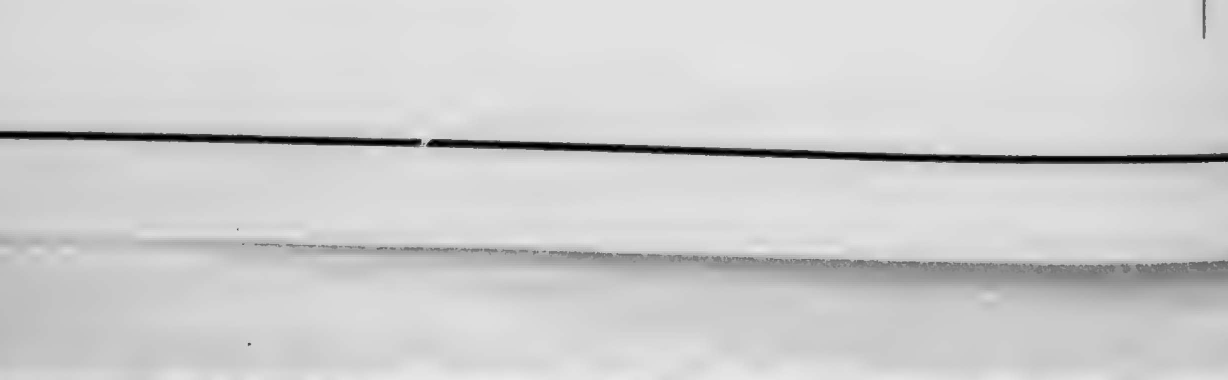
Date FEB 19 1958

DRG. NO. 1R-5-1111

For details see Drg. 8B-7-22 , Jan., 1958



TYPICAL SECTION



OREGO

HILLSBORO

HIL

APPROVED:

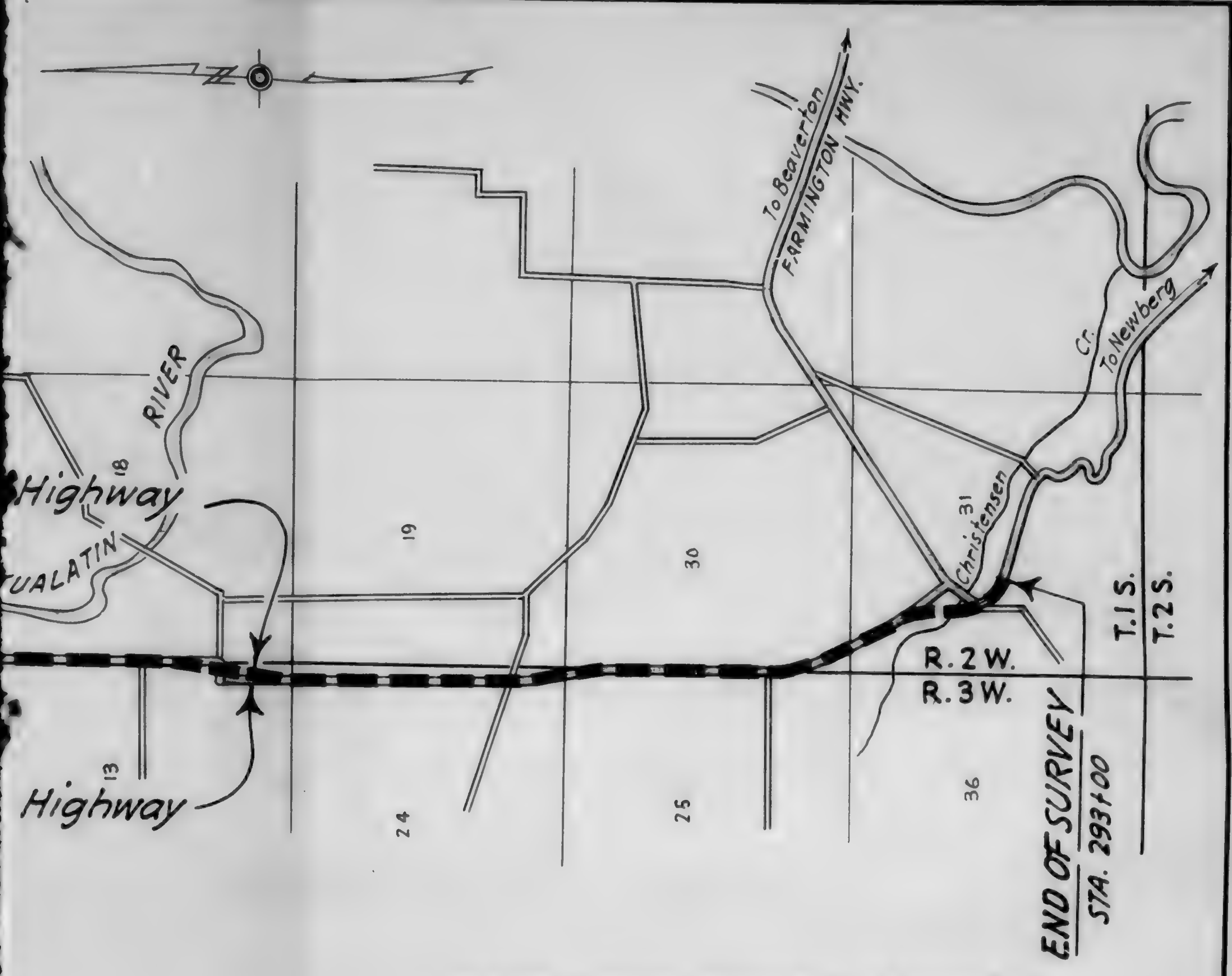
REFERRED Date:

DEPUTY STATE HIGHWAY ENGINEER

FEB 1 8 1956

Date DEPUTY STATE HIGHWAY ENGINEER

1R-5-1111



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

HILLSBORO - CAMPBELL BRIDGE SECTION

HILLSBORO - SILVERTON HIGHWAY

WASHINGTON COUNTY

Scale: 2"=1 Mi.

Feb., 1958

APPROVED

REFERRED TO

DEPUTY STATE HIGHWAY ENGINEER

FEB 19 1958

Date DEPUTY STATE HIGHWAY ENGINEER

DRG. NO. 1R-5-1111

For details see Drg. 8B-7-22, Jan., 1958

RECEIVED

FOR FILING

S-65(5)

5280

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5th, 1958

SUBJECT:

To: Mr. V. G. O'Neil
Specifications Engineer
Office

Please include in the project authorization on the Hillsboro-Campbells Bridge Section an item of $2,100 for seeding of 15 acres and refertilization of 7 acres in furtherance of erosion control.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
M. H. Astrup
A. G. Skelton

RECEIVED
FEB 6 1958
OFFICE OF
STATE HIGHWAY EN

FORM E-30X—67,500—6-57—6984

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1958

SUBJECT:

Survey Approval Map
Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are eight copies of the above named survey approval map for Commission action.

Tom Edwards
Construction Engineer

By D. J Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments.

DS-96(5) W. Unit, McMinnville Airport 1958
Dayton Jct. Sec. (Grading
#5281 and Oiling)

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 2, 1959

(CONTRACT NO.) DA-96 (5)	(EST. NO.)	(CONTRACTOR)
5281 5281	8 Final	O. C. Yocom Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
26764	83569	$ 5,222.09 10-30-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from August 11, 1958

Time Extensions: None of record

Completion Date: July 18, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV

NOTED ON CARD

A

RECEIVED
SEP 30 1959
FOR FILING

Bil 4.(2)

5281

September 30, 1959

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4,
Oregon

Gentlemen:

State Highway contract #5281 for grading-oiling the West Unit of the McMinnville Airport-Dayton Jct. Section of Three Mile Lane Secondary Highway in Yamhill County was completed by the contractor, O. C. Yocom Co., on July 18, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $5,222.09 will be released to the contractor on or after October 13, 1959. The total contract amount is $172,471.48, of which amount $524.70 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
AUG 26 1959
FOR FILING
16-1-(5)
5281

August 25, 1959

United States Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Building
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to O. C. Yocom Company on Contract No. 5281, covering the grading and oiling of the West Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Highway, Yamhill County.

This payment, in the amount of $16,327.10, will be released to the contractor on or after September 4, 1959. The retained percentage is $5,172.66.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
8/25/59
jmc

Form E-1—(Rev.)—19M—3-50

[illegible]
5281

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 8, 1959

Section West Unit, McMinnville Airport- Dayton Jct.
Kind of work Grading & oiling
Highway Three Mile Lane County Yamhill
Section prefix 136 - 1046
Contractor O. C. Yocom Company
Contract number 5281
Date of contract August 1, 1958
Specified work days 70
Date work started August 14, 1958
Work days used 70
Project authorization $ 224, 246.79
Exclusive of engineering $ 208,950.57
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 175,515.75
Estimated per cent ~~overrun~~ or underrun 16 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $15,996.22
Engineering cost to date $ 18,584.93, 116 %
Date project was completed July 18, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted August 7, 1959

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1959
NOTED- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Arthur Duffy
Arthur Duffy

Address Rm. 214, Lab. Bldg., Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.94	1.94		1.94	
Miles partially completed	0	0		0	
Miles completed	1.94	1.94		1.94	
Total estimated quantities (contract)	37,040 cy	85,700 tons		2900 tons	
Total quantities corrected to date	38,771 cy	63,954 tons		3257 tons	
Estimated quantities moved or placed to date	same	same		same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL [illegible] 1959
FOR FILING

5281

July 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 18, 1959, on Contract No. 5281, West Unit, McMinnville Airport-Dayton Jct. Section, in Yamhill County, in connection with Federal Aid Project No. UG-96(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc: Clarence G. Swenson

RECEIVED
JUN [illegible] 1959
FOR FILING

DS 96(5)

5281

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1959

SUBJECT: Utility billing - final voucher Oregon Project DS-96(5) Water and Light Department, City of McMinnville.

To: MEMORANDUM

A 100% audit has been made of the Utility Billing on the subject voucher in accordance with the provisions of the approved Secondary Road Plan (unqualified approval).

No citations were made on this billing and the total amount of $227.18 as claimed by the City of McMinnville is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal participation in accordance with Bureau of Public Roads PPM 30-4.

C. H. Maison
Auditor

CCH:hs

cc: Bureau of Public Roads (3)
R. L. Porter
Carl Smith
General Files✓

RECEIVED
NOV 19 1958
FOR FILING

DS-96(5)

5281

When replying, refer to
08-35.4

November 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DS-96(5)
West Unit, Mc Minnville Airport
Dayton Junction Section,
Three Mile Lane Highway
Order for State Force Work
Dated September 26, 1958

Dear Sir:

Reference is made to your letter of October 14, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary equipment and experienced men available to do the work.

3. The amount of work to be done is too small to justify a separate contract.

Total estimated amount of the order is $2,000 with Federal participation of $1,200.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

RECEIVED
NOV 1 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1958
FOR FILING

DS-96(5)

5221

October 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 239 covering seeding and mulching on the West Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County, Contract No. 5221, in connection with Federal Aid Project No. DS-96(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

The total estimated amount of the order is $2,000.00 with Federal participation of $1,200.00.

Your approval of this order on agreed unit price basis under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DBP:lmw

A

RECEIVED
AUG 23 1958
FOR FILING

FORM 2-120 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A.H. (5)

5281

Aug. 21, 1958

O. C. Yocom Co.
P. O. Box 566
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5281, awarded Aug. 1, 1958, for grading and oiling on the West Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 19 1958
FOR FILING
(DS-96(5))

5281

August 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 14, 1958, on Contract No. 5281, West Unit, McMinnville Airport-Dayton Section, in Yamhill County, in connection with Federal Aid Project No. DS-96(5).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-96(5)

WEST UNIT, McMINNVILLE AIRPORT-DAYTON JUNCTION

5281

SECTION OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 149+36.48 to Sta. 235+00)(Contract No. 5281)

Clearing and Grubbing	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	720	cu. yds.	$ 1.60	1,152.00
General Excavation, Unclassified	37,040	cu. yds.	.42	15,556.00
Short Overhaul	74,400	yd. stas.	.02	1,488.00
Long Overhaul	770	C-yd. stas.	.50	385.00
Finishing Roadbed and Slopes	1.94	miles	500.00	970.00
Rounding Cutbanks	500	lin. ft.	.20	100.00
12-inch Concrete Pipe	240	lin. ft.	1.80	432.00
18-inch Concrete Pipe	850	lin. ft.	3.60	3,060.00
24-inch Concrete Pipe	110	lin. ft.	4.90	539.00
60-inch Corrugated Metal Pipe	160	lin. ft.	29.00	4,640.00
8-inch Perforated Metal Drain Pipe	180	lin. ft.	1.75	315.00
10-inch Metal Drain Pipe	400	lin. ft.	2.50	1,000.00
Special Backfill in Drain	30	cu. yds.	5.00	150.00
8-inch Concrete Drain Tile	700	lin. ft.	.60	420.00
Metal Guard Rail	420	lin. ft.	2.32	974.40
Metal Sight Posts, Double Reflector	50	only	3.65	182.50
Type 2 Fence	230	rods	5.00	1,150.00
Coarse Crushed Material in Base	78,000	tons	1.48	115,440.00
3/4" - 0 Material in Base	9,500	tons	1.80	17,100.00
Sprinkling	1,340	M-gals.	2.50	3,350.00
Preparation of Base	1.94	miles	500.00	970.00
3/4" - 0 Material in Binder Course	700	tons	2.00	1,400.00
Furnishing and Placing Aggregates	2,200	tons	2.75	6,050.00
RC-3 Asphalt	150	tons	42.00	6,300.00
120-150 Asphalt	40	tons	42.00	1,680.00
RS-1 Asphalt	64	tons	42.00	2,688.00
Asphaltic Concrete Traffic Markers	2,360	lin. ft.	1.00	2,360.00
				$194,852.70
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching				2,000.00
Slide Removal				500.00
Adjust Utility Poles by McMinnville City Light & Power	All	Required		500.00
			Subtotal	$198,352.70
			10% Engr. & Cont.	19,835.27
			Total	$218,187.97

Length of Roadway	1.939 Miles
Cost of Roadway per Mile	$112,526.03

Federal "DS" Funds	$162,700.00
Federal "LS" Funds	34,200.00
State Funds	21,287.97
	$218,187.97

State Funds For Const.: Chap 175, Laws 1927; Chap 31, Laws 1920;
Chap 529, Laws 1939.

State Funds For Maint.: Chap 529, Laws 1939.

WATER AND LIGHT COMMISSION
[illegible] D. [illegible], CHAIRMAN
R. H. WINDISHAR
GLEN L. POWELL
LOUIS COURTEMANCHE, JR.
H. B. DAVIS

WATER AND LIGHT DEPARTMENT

City of McMinnville, Oregon

ALAN H. JONES,
GENERAL MANAGER

MINA [illegible],
SECRETARY

August 4, 1958

Mr. Tom Edwards
Construction Engineer
State Highway Building
Salem, Oregon

Reference: Project No. DS-96 (5)

Dear Sir

This letter and estimate are being sent to you as per Mr. J. W. DeSouza letter of June [illegible]9, 1958.

The estimate for removal of our plant near Station [illegible] is as follows

Material	$100.00
Overhead on Material -- 10%	10.00
Labor	93.00
Overhead on Labor -- 26%	24.18
	$227.18

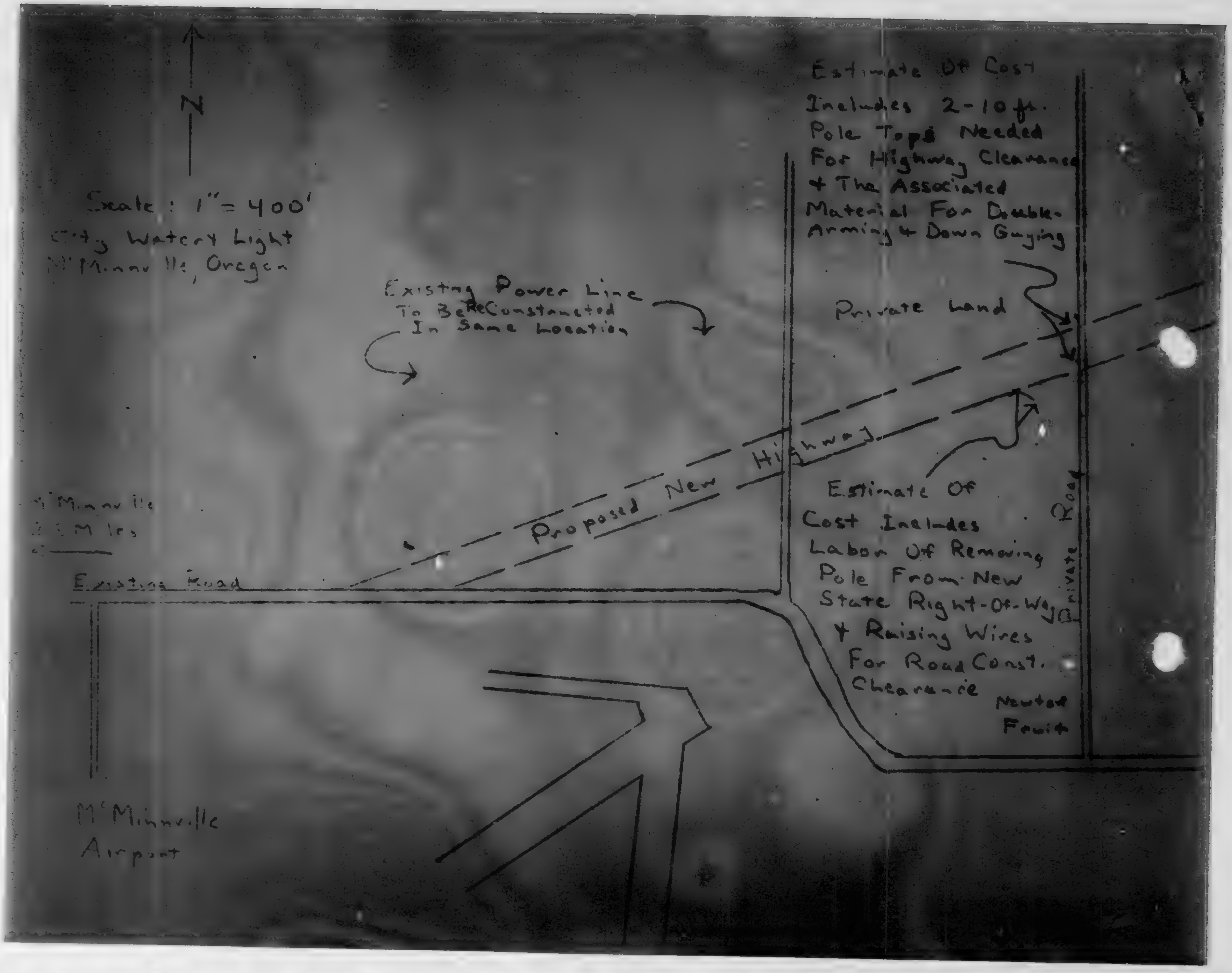
There is no salvage or betterment to our system involved in the above estimate.

Yours truly,

Alan H. Jones
GENERAL MANAGER

AHJ:MK

Baker



Estimate Of Cost
Includes 2-10 ft.
Pole Tops Needed
For Highway Clearance
& The Associated
Material For Double-
Arming & Down Guying

Estimate Of
Cost Includes
Labor Of Removing
Pole From New
State Right-Of-Way
& Raising Wires
For Road Const.
Clearance

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAIS
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1958
FOR FILING
52K1

August 4, 1958

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
W. Unit, McMinnville Airport-
Dayton Junction Section
Three Mile Lane Highway
Yamhill County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustment involves the placing of a new pole to raise the line which crosses the new highway near Engineer's Station 212+50. This existing line is on private property under the terms of an easement recorded in Book 155, Page 558 of the Yamhill County Records, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work.

It will not be necessary for you to submit a preliminary estimate of the cost of the work for prior approval by the Bureau of Public Roads, but in order to promote uniformity of accounting procedures your billing should be done in accordance with Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads with which you are familiar.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. J. D. Walker
Mr. Arthur Duffy
Mr. F. W. Farrar

RECEIVED
AUG 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CEIVED
AUG 25 1958
FOR FILING

18-96 (52)

5281

August 1, 1958

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading and oiling on the West Unit, McMinnville Airport-Dayton Junction Section of the Three Mile Lane Highway in Yamhill County for the sum of $194,852.70 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5281.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

...TIC SERVICE	
Che... of service desired; othe... this message will be ...t as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

O. C. Yocom Company
N. 99W
McMinnville, Oregon

Gentlemen:

Contract for West Unit, McMinnville Airport-Dayton Junction Section of Three Mile Lane Highway, Yamhill County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

FORM E-123X 12,500 4 58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

68-96(5)

5281

June 19, 1958

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Co.
Telephone Line Adjustments
W. Unit, McMinnville Airport-
Dayton Junction
Three Mile Lane Highway
Yamhill County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments involve work at the following locations:

A service line near Station 153 must be adjusted. This facility is on State highway right of way.

A line crossing the new highway near Station 155 must be adjusted. This facility is on State highway right of way.

A line crossing the new highway near Station 180 must be adjusted. This facility is on private property.

All of the existing facilities are contacts on poles owned by the City of McMinnville Water & Light Department, and it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment near Station 180 under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DESOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. D. J. Barbee
Mr. J. D. Walker
Mr. Arthur Duffy
Mr. F. W. Farrar

FORM -123X 10,500 4-58

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

28-96(5)

5281

June 19, 1958

City of McMinnville Water and Light Department
223 Cowls Street
McMinnville, Oregon

Re: City of McMinnville Water and
Light Department
Power Line Adjustments
W. Unit, McMinnville Airport-
Dayton Junction Section
Three Mile Lane Highway
Yamhill County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments involve work at the following locations:

> A service pole on the northerly side of the highway near Station 153 must be relocated. This pole is on State highway right of way without permit.
>
> A line crossing the new highway near Station 155 must be adjusted. This pole is on State highway right of way without permit.
>
> A line crossing the new highway near Station 180 must be adjusted. This line is on private property under a verbal easement, and was constructed in 1941.

The adjustments of the facilities on State highway right of way must be adjusted at your expense, but it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment of the crossing near Station 180 under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:HH
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. F. W. Farrar
Mr. Arthur Duffy

RECEIVED
JUN 2 1958
FOR FILING

DS-96(5)

5281

May 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

[illegible] 5-6-58

DS-373(1)
5216

Dear Sir:

Replying to your letter of May 6, 1958, relative to remarks on Item 4, Project No. DS-373 (1), Santa Clara-Eugene, storm sewers on this project are all to be built within the existing state highway right of way with the exception of outfall lines which will traverse county roads rights of way to the river.

I trust that this will give you the information desired in your letter.

On Item 6, Project No. DS-96 (5), McMinnville Airport-Lafayette Road, our vertical clearance of the flight pattern from the McMinnville Airport has been figured on the basis of 15 feet clearance from the near edge of the future two-lane construction.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert

DS-390(1) W. Scio-Scio Sec. of the 1958
Scio-Greens Br. Rd.
#5282 (Paving)

Form A-150—5M—6-59

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 5782
DS-390(1)

Linn County
Albany, Oregon

Attn: County Court

Invoice No. 62488

Date October 16, 1959

Your Req. No.

Billing Request No. cc 517

Credit Distribution: 522-1077-897

Final billing: West Scio-Scio Section, FAS 126. Covered by agreement dated 7/21/58.

Original advance deposit	$1,175.00	
Less county share of costs as per attached statement	892.62	
To be retained		$282.38

ACKNOWLEDGMENT OF BILLING REQU

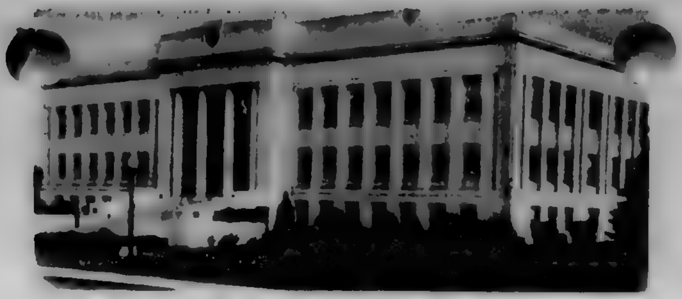
State Printing 21127

Cash Received with Request: $________________

By ________________________

FLOYD D. JENKS
COMMISSIONER

BURL INGRAM
COMMISSIONER



E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

NOTED
V. R. JONES

NOTED

FAS 126
Linn Co

July 17, 1959

RECEIVED
JUL 21 1959
ENGINEER
COUNTY & CITY RELATIONS

W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: John F. Hagemann
Assistant County & City Relations Engineer

Dear Sir:

This is to acknowledge your letter in regard to the Albany Canal-Lebanon Junction Section of FAS 770 and the West Scio-Scio Section of FAS 126, in which we note there is a refund due the county on these projects.

It is permissible for you to hold said credit and apply on future indebtedness against our county for other projects coming up.

Yours very truly,

Linn County Court

E. G. Arnold
County Judge

Floyd D. Jenks
County Commissioner

Burl Ingram
County Commissioner

EGA:mh

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 16, 195

Linn County Court
Courthouse
Albany, Oregon

NOTED
C. G. SWENSON

file

Gentlemen:

Final costs are now available for the Albany Canal-Lebanon Junction Section of FAS 770 and the West Scio-Scio Section of FAS 126. As shown in the attached cost statements, respective refunds of $1,834.42 and $282.38 are due the county for the above projects.

If satisfactory, these refunds will be retained and applied towards the advance deposit which will be required for the Muddy Creek Bridge project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

[redacted]
Att.

cc: Mr. Walter Larsen, County Engineer

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 9/25/58
ITEMIZED STATEMENT OF FINAL COSTS

County Linn Contract No. 5282 Date July 15, 1959

FAS 126 Section West Scio-Scio

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payment to Contractor as per Attached Tabulation - - - - - - - - - -				$18,998.57
Construction Engineering -				1,345.66
TOTAL CONSTRUCTION COSTS - - - - - - - - - -				$20,344.23

FEDERAL FUNDS COLLECTED FOR PROJECT

"D" Funds - - - - - - - - $15,126.00
"L" Funds - - - - - - - - + 3,433.00

$18,559.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($20,344.23 - $18,559.00) X ½ = $892.62

County Advance Deposit - - - - - - - - $1,175.00
Less County Share Costs - - - - - - - - 892.62

REFUND DUE COUNTY - - - - - - - - - - - $ 282.38

JFM:mg

November 6, 1958

STATE OF OREGON, To [illegible] Bros., Dr.

County Linn

Postoffice address Lebanon, Oregon

Highway Scio-Crabtree Bridge Road

Work done to Sept. 25, 1958

Contract No. 5282

Section West Scio - Scio

Prefix No. [illegible](54)

Estimate No. 2 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Class "B" asph.conc.in patching	ton	7.40	151.36	1,120.06	1,120.06	-
2. Class "B" asph. concrete	ton	6.25	2,677.43	16,733.96	16,733.96	-
3. RS-1 asphalt	ton	50.00	.69	34.50	34.50	-
4. Ex. for asph.conc approaches	each	25.00	32	800.00	800.00	-
Force Account				310.95	310.95	-
Totals				18,998.57	18,998.57	-
3 % Retained				-	569.96	569.96
				18,998.57	18,428.61	569.96

Audited and approved by

Period covered To 9/25/58

Section [illegible] Prefix No. [illegible] Estimate No. 2 Final

Items	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Class "B" asph.conc.in patching	ton	7.40	151.36	1,120.06	1,120.06	-
2. Class "D" asph. concrete	ton	6.25	2,677.29	16,733.06	16,733.06	-
3. RS-1 asphalt	ton	50.00	.69	34.50	34.50	-
4. Ex. for asph.conc approaches	each	25.00	32	800.00	800.00	-
Force Account				310.95	310.95	-

Audited and approved by

Period covered To 9/25/58

Items Cont. [illegible] Est. 2 Final

	Total Amount To Date	Previous Amount	Present Amount
Totals	18,998.57	18,998.57	-
3 % Retained	-	569.96	569.96
Total Payments	18,998.57	18,428.61	569.96

Computed by C. Palmer Checked by
[illegible]

To be paid contractors, this estimate, $ 569.96

Engineer [illegible]

Previous Voucher No. [illegible]

State Printing

A

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JAN 27 1959
FOR FILING
[illegible]

5282

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section West Scio-Scio Highway Scio Green Br. Road

County Linn MP______ to MP______ Contractor Morse Brothers

Resident Engineer Walters Inspector______

Date Completed September 26, 1958 Date Reported January 19, 1959

Type and Thickness of Wearing Surface 2½" B A. C.____Oil Mat________Seal.

N, S, [✓ E] W from MP or Sta. Shelburn Road							N, S, E, [✓ W] from MP or Sta. Scio						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	93	93	x			1	750	98	98	x		
1.5 ~~2~~	1500	139"	92	x			1.5 ~~2~~	1500	140"	88	x		
3	2250						3	2250					
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
Average Roughness Per Mile 92.5"							Average Roughness Per Mile 93"						

Remarks: Rides rough generally at 20 m.p.h. with test vehicle (3/4 ton P.U.).

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

FORREST COOPER

RECEIVED
JAN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

file

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DEC 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

November 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5282	2-F	Morse Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27557	H 229471	$569.96	11/26/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 40 workdays from Aug. 11, 1958

Time Extensions: None.

Completion Date: Sept. 25, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:
NOV 28 1958
JC

NOTED ON CARD
em

RECEIVED
NOV 17 1958
FOR FILING

5282

Nov. 14, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5282, for paving on the West Scio-Scio Section of the Scio-Greens Bridge Road in Linn County was completed by the contractor, Morse Bros., on Sept. 25, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $569.96 will be released to the contractor on or after Nov. 24, 1958. The total contract amount is $18,998.57, or which amount $310.95 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
cm

RECEIVED
OCT 30 1958

FOR FILING

68 [illegible]

5282

October 29, 1958

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morse Bros. in connection with contract No. 5282, covering paving on the West Scio-Scio Section of the Scio-Greens Bridge Road in Linn County. This payment, in the amount of $18,428.61, will be released to the contractor on or after November 10, 1958. The retained percentage is $569.96.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 13, 1958

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. [illegible]

Gentlemen:

This is to advise you that work on Contract No. 5282, West Scio-Scio Section of FAS 126 was completed on September 25, 1958.

Under the terms of the agreement signed by the Court on July 21 and by the Highway Commission on July 31, 1958, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:cg

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

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SEP 30 1958
FOR FILING

5282.

September 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 25, 1958, on Contract No. 5282, West Scio-Scio Section in Linn County, in connection with Federal Aid Project No. DE-390(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
cc: Clarence G. Swenson

A

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 27, 1958, 19

Section West Scio-Scio

Highway Scio-Greens Bridge County Linn

Contractor Morse Bros.

Date of contract Aug. 1, 1958, 19

Date work started Sept. 17, 1958, 19

Project authorization $23,523.75

Exclusive of engineering $21,850.95

Kind of work Paving

Section prefix 522-1077

Contract number 5282

Specified work days 40

Work days used 32

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $19,000.00

Estimated per cent overrun or underrun -13 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1672.80

Engineering cost to date $600, 36 %

Date project was completed 9 - 25, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the paving incldding the driveways Thursday night.

Again the material was lighter than estimated, and although the average depth will exceed the 2½ in. specified, quantities underran.

Quantities would have underrun further except that this being a retread on an existing oil mat, on flat country and subjected to heavy traffic including some condiderable log hailing, the base was badly deformed and additional thickness was used in those portions showing deformations for reinforcement and to partially level the street.

Final Report

CONSTRUCTION DIVISION
RECEIVED
SEP 29 1958
NOTED- CE ACL ACL COL

Signed J. Wallus

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.54
Miles partially completed					
Miles completed					1.54
Total estimated quantities (contract)					3150
Total quantities corrected to date					2830
Estimated quantities moved or placed to date					2830
Average daily quantities					404
Average daily quantities necessary to complete project on time					complete
Number shifts per day					1
Hours per shift					9
Average force on project for week					22

Men	10
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	11
Men and tractors	

Equipment used during week: Shovels loader 1, Power graders ...., Rollers 2, Mixers ...., Crushing or screening plants paving 1

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Shrs		
Monday	shrs		
Tuesday	"		
Wednesday	"	1	BG breakdown
Thursday	"		
Friday	Fair		
Saturday			

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SEP 22 1958
FOR FILING

DS-390(1)

September 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 17, 1958, on Contract No. 5282, West Scio-Scio Section, in Linn County, in connection with Federal Aid Project No. DS-390(1).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

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AUG 29 1958
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESEMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 29, 1958

Morse Bros.
P. O. Box 266
Lebanon, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5282, awarded Aug. 1, 1958, for paving on the West Scio-Scio Section of the Scio-Greens Bridge Road in Linn County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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FOR FILING
[illegible]

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-390(1)

WEST SCIO-SCIO SECTION OF THE SCIO-GREENS BRIDGE ROAD IN LINN COUNTY

5282 (Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 6201
Roadway (Sta. 61/00 to Sta. 142/55)(Contract No. 5282)

Class "B" Asphaltic Concrete in Patching	150 tons	$7.40	$ 1,110.00
Class "B" Asphaltic Concrete	3,000 tons	6.25	18,750.00
RS-1 Asphalt	4 tons	50.00	200.00
Extra for Asphaltic Concrete Approaches	34 only	25.00	850.00
	Subtotal		$ 20,910.00
	10% Engr. & Cont.		2,091.00
	Total		$ 23,001.00

Length of Roadway	1.545 Miles
Cost of Roadway Per Mile	$14,887.38

Federal "DS" Funds	$ 17,100.00
Federal "LS" Funds	3,600.00
State Funds	1,150.50
County Funds	1,150.50
	$ 23,001.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
[illegible] 1958
FOR FILING
[illegible]-390 (1)
5312

[illegible]

Finance - 225
Maint. - 374

Salem, Oregon
August 11, 1958

FAS Project Agreements
Linn County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement between the State Highway Commission and Linn County covering the West Scio-Scio Section of FAS 126 in Linn County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Secretary

rn
Attach: 5

FORM E-30 50M 6-57——6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Linn County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the West Scio-Scio Section of FAS 126 in Linn County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance Agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham
John D. Graham
Office Engineer
County-City Relations

JDG:njs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Minute Page 38
Secretary

RECEIVED
AUG 12 1958
FOR FILING

LS 39[illegible]

5282

August 11, 1958

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Linn County covering the West Scio-Scio Section of FAS 126 in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

5282

August 1, 1958

Morse Brothers
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for paving the West Scio-Scio Section of the Scio-Greens Bridge Road in Linn County for the sum of $20,910 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5282.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

Morse Brothers
E. Grant
Lebanon, Oregon

Gentlemen:

Contract for West Scio-Scio Section of Scio-Greens Bridge Road, Linn County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

August 1, 1958

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $1,175 in connection with the West Scio-Scio Section of FAS 126. Contract No. 5282 has been awarded to Morse Bros. and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

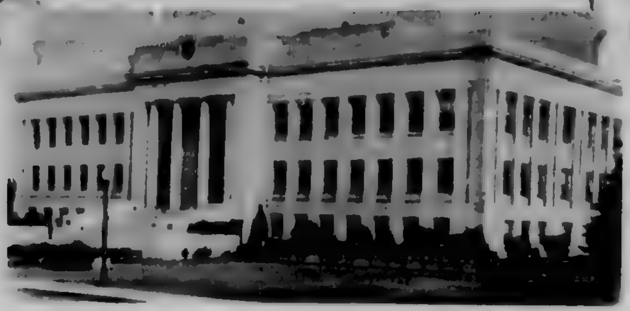
JFH:mm

Contract #5282 Mailed
8-8-58

NOTED
C. G. SWENSON

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER



E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

July 31, 1958

Oregon State Highway Commission
Mr. John F. Hagerman
Assistant County and City Relations Engineer
Salem, Oregon

Dear John:

Pursuant to your request, we are mailing you a check for $1,175.00 same being advance deposit of 5% in the matter of the West Scio-Scio section that is to be paved.

Thanking you very much for your attention to this, we remain,

Yours very truly,

Linn County Court

E. G. Arnold
County Judge

W. E. Downing
County Commissioner

Floyd D. Jenks
County Commissioner

ega:mh
Enc.

RECEIVED
AUG 1 - 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 6 1958
[illegible]

July 30, 1958

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Morse Bros. of Lebanon for constructing the West Scio-Scio Section of FAS 126. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$20,910.00
12-1/2% engineering & contingencies	2,613.75
Estimated Total Cost......	$23,523.75
Advance Deposit of 5%.............	$ 1,175.00

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

577-1077

JFH:mm

Rcvd 8/1/58
Cont # 5282
Co. Notified 8/1/58

Contract Mailed
8-8-58

NOTED
V. R. JONES

July 18, 1958

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the West Scio - Scio Section of FAS 126 upon which bids will be received July 29.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $31,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G SWENSON

John F. Hagemann
Asst. County & City Relations Engineer

JFH:bs

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
June 16, 1958

West Scio-Scio Section
FAS 126, Linn County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

This project is to be constructed with DS funds, and funds in addition to $30,000 initially programmed are available if required.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County DS Funds)
LINN COUNTY

✓FAS 126 - West Scio-Scio Section, paving, 1.5 miles, $30,000. This section extends from the road intersection immediately east of the S.P.R.R. tracks at West Scio easterly to the Scio city limits.

The proposed project is to construct an asphaltic concrete wearing surface 20' wide over the existing 18' oil mat with 6'-plus shoulders. The federal aid project will be for the paving only. Linn County will place shoulder rock 4' in width after completion of the paving.

FAS 214 - McDowell Creek Bridge, $12,000. This bridge is located near McDowell Creek School approximately 4 miles east of the junction of FAS 214 with FAP Route 37 (S. Santiam Highway). It carries highway department inventory no. 11,955.

The proposed project is to construct a new bridge with a 24' roadway over McDowell Creek on a revised location. The project will be for the structure only. Linn County will construct road approaches and remove the existing bridge. The existing bridge will carry traffic during construction of the new structure.

Linn County will furnish a vicinity map for this structure.

FAS 770 - Oak Creek Bridge, $13,000. This bridge is located approximately 1.5 miles south of the junction of FAS 770 with FAS 576. It carries highway department inventory no. 12405.

The proposed project is to replace the existing 76' long untreated timber pile trestle with a new structure having a 26' wide roadway. Removal of the existing bridge is to be included in the project. Linn County will construct road approaches as required. The road will be closed during construction and for this reason the county has requested precast "bathtub" sections on treated piling be used. Linn County has a total of $55,000 of D funds available for the above projects and will furnish all costs in excess of this amount. The amounts programmed above may be shifted between projects as required.

Approved
6-19-58

DS/FAS-2(58)
6/2/58

MEMO TO J. W. NASH
5/29/58

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 126, Linn County

TERMINI: Road intersection east of S.P.R.R. tracks at West Scio, easterly to the Scio city limits (West Scio-Scio Section).

PROPOSED WORK: Construct 2-lane high type surface.

PROJECT LENGTH: 1.50 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$30,000	$22,000	$1,600	$1,600 (Co)	$4,800 (L)

EXISTING FACILITY
ROADWAY: 18' wide oil mat wearing surface with 6' shoulders. No substandard grade or alignment. The shoulders on this road were widened by Linn County and the oil mat is in fair condition but has a high crown.
STRUCTURES: None.

ADJACENT SECTION:
WEST END: 18' wide oil mat wearing surface with 4' shoulders.
EAST END: 20' wide asphaltic concrete pavement with 4' shoulders.

PROJECT DATA: Construct an asphaltic concrete pavement 20' in width over the existing oil mat. Linn County will place 4' shoulders to acceptable State standards without federal cooperation.

ROW WIDTH: 60' minimum

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

FAS 126 serves adjacent diversified farm lands and shipping points at Scio and West Scio. It is also a mail and school bus route.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SW[illegible]SON

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
May 28, 1958

Proposed DS Projects,
FAS 126, 214, & 770, Linn County

Mr. Forrest Cooper
OFFICE

NOTED
John F. Hagemann

Attached is a suggested letter, with map attachments, to Mr. Edwards requesting preparation of survey orders for three projects requested by Linn County for construction with DS funds. These projects will be presented to the Highway Commission for approval at its June 19-20 meeting.

Linn County has $55,000 available DS funds and will furnish all costs in excess of this amount. The county also has most of the required survey data and will furnish same.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:[redacted]
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

FORM E-90X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1958

SUBJECT: Preparation of Survey Orders,
Proposed DS Projects:
FAS 126, 214, & 770 - Linn County

To: Mr. Tom Edwards
O F F I C E

Please take whatever steps are necessary to prepare proper survey orders covering projects requested by Linn County for construction with available DS funds.

The locations of these projects are shown on the attached maps and the projects are described as follows:

FAS 126, West Scio-Scio Section, 1.5 miles, paving. This section extends from a road intersection immediately east of the S.P.R.R. tracks at West Scio easterly to the Scio city limits. The project will be for constructing a 20' X 3-1/2" asphaltic concrete pavement over the existing 18' oil mat and 6'-plus gravel shoulders. The county will place 4' shoulder rock after completion of paving.

FAS 214, McDowell Creek Bridge, structure only. This bridge is located near the McDowell Creek School approximately 4 miles east of the junction of FAS 214 with the South Santiam Highway. The project is for construction of a new bridge with a 24' roadway on a revised location. The county will construct road approaches and remove the existing bridge. The existing bridge will carry traffic during construction. The existing bridge is highway department inventory #11955.

FAS 770, Oak Creek Bridge, structure only. This bridge is located 1.5 miles south of the junction of FAS 770 with FAS 576 and carries highway department inventory #12405. The project will be for a 26'-wide-roadway structure only, including removal of the existing bridge. The county will construct road approaches. In order to reduce the period of road closure, the county has requested use of the precast "bathtub" sections on treated piling if possible.

The county has survey data on the section to be paved and is preparing vicinity maps for the two bridges so very little preliminary engineering will be required of the state.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

NOTED
JOHN D. GRAHAM

JFH:mm
Att.
cc: G. S. Paxson
Ivan Merchant
C. G. Swenson ✓

NOTED
C. G. SWENSON

RECEIVED
MAY 2[illegible] 1958
ENGINEER
COUNTY [illegible] RELATIONS

DS-329(2) Lafayette-Three Mile 1958
Lane Sec.
#5283

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FOR FILING
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file

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(CONTRACT NO.) 5283
5283

(EST. NO.)
2 Final

(CONTRACTOR)
O. C. Yocom Co.

(VOUCHER NO.)
26411

(WARRANT NO.)
H 228380

(AMOUNT)
$ 884.46

(DATE)
11/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: **50 workdays from Aug. 11, 1958**

Time Extensions: **None**

Completion Date: **Sept. 13, 1958**

Date Accepted: **Oct. 23, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Nov. 14, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
~~Secretary~~

C. W. Head
C. W. Head
Assistant Secretay

Warrant Mailed: NOV 17 1958

NOTED ON CARD

RECEIVED
NOV 6 - 1958
FOR FILING
[illegible]
[illegible]

Nov. 5, 1958

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5283, for stone base and oiling on the Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County was completed by the contractor, O. C. Yocom Co., on Sept. 13, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $884.46 will be released to the contractor on or after November 15, 1958. The total contract amount is $29,447.92, of which amount $170.98 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD
cm

RECEIVED
OCT 7 1958
FOR FILING

A

Oct. 6, 1958

CERTIFIED MAIL

U. S. Fidelity and Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to O. C. Yocom Company in connection with Contract No. 5283, for stone base and oiling on the Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County.

This payment, in the amount of $28,563.46, will be released to the contractor on or after October16, 1958. The retained percentage is $883.41.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

Form E-1-

[illegible]
5283

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 26, 19 58

Section Lafayette - Three Mile Lane

Kind of work Stone Base & Oiling

Highway Lafayette-Three ~~Mile Lane Road~~ County Yamhill

Section prefix 536 - 1048

Contractor O. C. Yocom Company

Contract number 5283

Date of contract August 1, 19 58

Specified work days 50

Date work started August 14, 19 58

Work days used 19

Project authorization . . . . $ 36,185.63

Exclusive of engineering . . . . $ 33,612.43

Per cent of time elapsed 38 %

Estimated cost of completed project, exclusive of engineering . . . . $ 29,447.98

Estimated per cent ~~overrun~~ or underrun . . . . 13 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 2573.20

Engineering cost to date $ 2577.78, 100.18 %

Date project was completed Sept. 13, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on project was completed on September 13, 1958.

Semi-final estimate submitted September 26, 1958 (Friday).

FINAL WEEKLY REPORT (Weekly report for week ending Sept. 20 was omitted).

CONSTRUCTION DIVISION
RECEIVED
SEP 30 1958
NOTED-- CE ACE ACE COE

Arthur Duffy

Signed Arthur Duffy

Address Rm. 214, Lab. Bldg., Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]	2.07		2.07	
Miles partially completed					
Miles completed		2.07		2.07	
Total estimated quantities (contract)		10,100 tons		1790 tons	
Total quantities corrected to date		9,107 tons		1692 tons	
Estimated quantities moved or placed to date		9,107 tons		1692 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 22 1958
FOR FILING

ES 329 (2)

5283

September 19, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 13, 1958, on Contract No. 5283, Lafayette-Three Mile Lane Section, in Yamhill County, in connection with Federal Aid Project No. ES-329(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Jensen

DBP:lmw

RECEIVED
AUG 22 1958
FOR FILING

D.S-329(2)

5283

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 14, 1958, on Contract No. 5283, Lafayette-Three Mile Lane Road Section, in Yamhill County, in connection with Federal Aid Project No.DS-329(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

FORM E-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AUG 22 1958
FOR FILING

5283

Aug. 20, 1958

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5283, awarded Aug. 1, 1958, for stone base and oiling on the Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-329(2)

DS-329(2)

5283

LAFAYETTE-THREE MILE LANE SECTION OF
THE LAFAYETTE-THREE MILE LANE ROAD IN
YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 11+00 to Sta. 124+20)(Contract No. 5283)

Coarse Crushed Material in Base	4,700 tons	$ 1.78	$ 8,366.00
3/4" - 0 Material in Base	5,400 tons	1.78	9,612.00
Sprinkling	180 M-gals.	2.50	450.00
Preparation of Base	2.07 miles	500.00	1,035.00
3/4" - 0 Material in Binder Course	340 tons	2.50	850.00
Furnishing and Placing Aggregates	1,450 tons	3.60	5,220.00
RC-3 Asphalt	22 tons	42.00	924.00
120-150 Asphalt	96 tons	42.00	4,032.00
RS-1 Asphalt	28 tons	42.00	1,176.00
			$31,665.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$32,165.00
	10% Engr. & Cont.		3,216.50
	Total		$35,381.50

Length of Roadway 2.144 Miles
Cost of Roadway Per Mile $16,502.57

Federal "DS" Funds	$26,300.00
Federal "LS" Funds	5,500.00
State Funds	1,790.75
County Funds	1,790.75
	$35,381.50

State Funds for Const.: Chap 175, laws 1917; Chap 31, laws 1920; Chap 529, laws 1939.

Funds for Maint.: Chap 529, laws 1939.

Note: Necessary funds have been deposited by Yamhill County with the Highway Department.

RECEIVED
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FOR FILING
[illegible]
[illegible]

Salem, Oregon
August 11, 1958

Finance - 219
Maint. - 368

FAS Project Agreements
Yamhill County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Yamhill County covering the Lafayette-Three Mile Lane Section of FAS 586 in Yamhill County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Yamhill County.

Secretary

WH
Attach: 5

FORM E-30 50M 6-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

SUBJECT: FAS Project Agreements
Yamhill County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Lafayette-Three Mile Lane Section of FAS 586 in Yamhill County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission 5/8/58.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date July 29, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 - Minute Page 37
H B Glaisyer
Secretary

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AUG 12 1958
FOR FILING

[illegible] (2)

5283

August 11, 1958

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of Yamhill County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Yamhill County covering the Lafayette-Three Mile Lane Section of FAS 586 in Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
AUG 25 1958
FOR FILING
22-329 (5)

5283

August 1, 1958

O. C. Yocom Company
P. O. Box 566
McMinnville, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for stone base and oiling on the Lafayette-Three Mile Lane Section of the Lafayette-Three Mile Lane Road in Yamhill County for the sum of $31,665 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5283.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

ESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

O. C. Yocom Company
N. 99W
McMinnville, Oregon

Gentlemen:

Contract for Lafayette-Three Mile Lane Section of Lafayette-Three Mile Lane Road, Yamhill County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

7-10-58

RECEIVED

FOR [illegible]

329 (2)

LOCATION PROSPECTUS
LAFAYETTE - THREE MILE LANE
FAS 586 - YAMHILL COUNTY

NOTED
W. C. WILLIAMS

5213 The following prospectus is submitted concerning the Lafayette-Three Mile Lane Section of FAS 586 in Yamhill County. The northerly end of the project is at Station 0+00 which station is at the southerly end of the Yamhill River Bridge. The southerly end of the project is at Station 105+60 which station is at the junction of FAS 586 and Three Mile Lane.

This will be a location survey for the purpose of establishing the alignment of the existing facility. The general route is that of the present highway. There are no towns within the limits of this project.

The general route was established by existing county roads. Reconnaissance is not required. Soils reconnaissance has been conducted. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 200 and the 20 year projected ADT is 320. Traffic warrants a class "E" highway. The typical section will have two 10-foot running lanes with 4-foot shoulders. The tentative base design as determined by G. L. Decker is:

Station 0+00 to Station 16+00	1¼" 0-11 oil mat on existing pavement 3/4"-0 material on shoulders as required
Station 16+00 to Station 105+60:	
Coarse base material	10 3/4"
Level course	2"
0-11 oil mat	1¼"
Total	14"

The above base design is subject to revision pending further study of soil data.

The rise and fall and the central angle will remain the same.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19 (Revised) is not anticipated.

Adequate quantities of material are available from commercial sources.

Agreements with City and/or County are not necessary. There are no facilities for disposition.

There are no State Parks in the vicinity of the project.

July 10, 1958

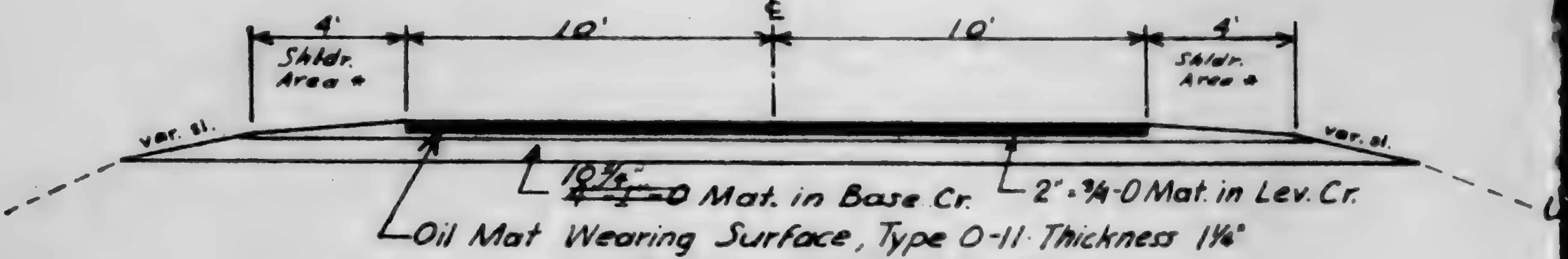
Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Kenneth Bartel
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

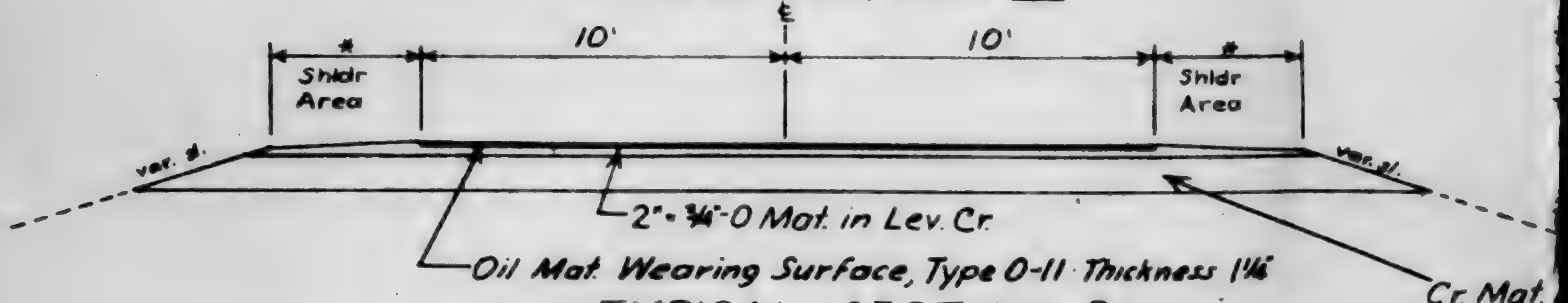
SUMMARY

ITEM	UNIT	NET QUANTITY	ALLOW.	TOTAL	Seg UN
Material in Base Course	Cu. Yds.	~~[illegible]~~	~~1524~~	~~[illegible]~~	~~[illegible]~~
3/4"-0 Mat. in Leveling Cr. & Shldrs	" "	[illegible]	427	[illegible]	1
Sprinkling	M-Gal.	~~732~~	~~73~~	~~805~~	
Penetration Asphalt in O-11 Oil Mat	Tons	153	15	168	
Emulsified Asphalt in O-11 Oil Mat	Tons	45	5	50	[illegible]
Aggregates in O-11 Oil Mat	Cu. Yds.	[illegible]	[illegible]	[illegible]	[illegible]

* Shldr. Area : Unit I = variable 2' to 4' width.
Unit II = uniform 4' width.
3/4"-0 Mat. in Base & Shldrs. (max. thckn. 3¼" : A & B).
(" " . 1¼" = C).


4'
10'
℄
10'
4'
Shldr. Area *
Shldr. Area *
var. sl.
var. sl.
10¾" ~~[illegible]~~-0 Mat. in Base Cr.
2" = 3/4-0 Mat. in Lev. Cr.
Oil Mat Wearing Surface, Type O-11 Thickness 1¼"

TYPICAL SECTION A.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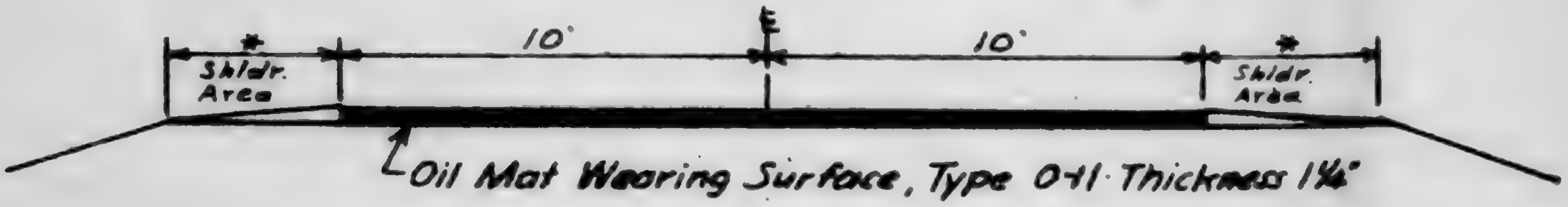
10'
℄
10'
*
Shldr Area
Shldr Area
var. sl.
var. sl.
2" = 3/4"-0 Mat. in Lev. Cr.
Oil Mat Wearing Surface, Type O-11 Thickness 1¼"
Cr. Mat.

TYPICAL SECTION B.



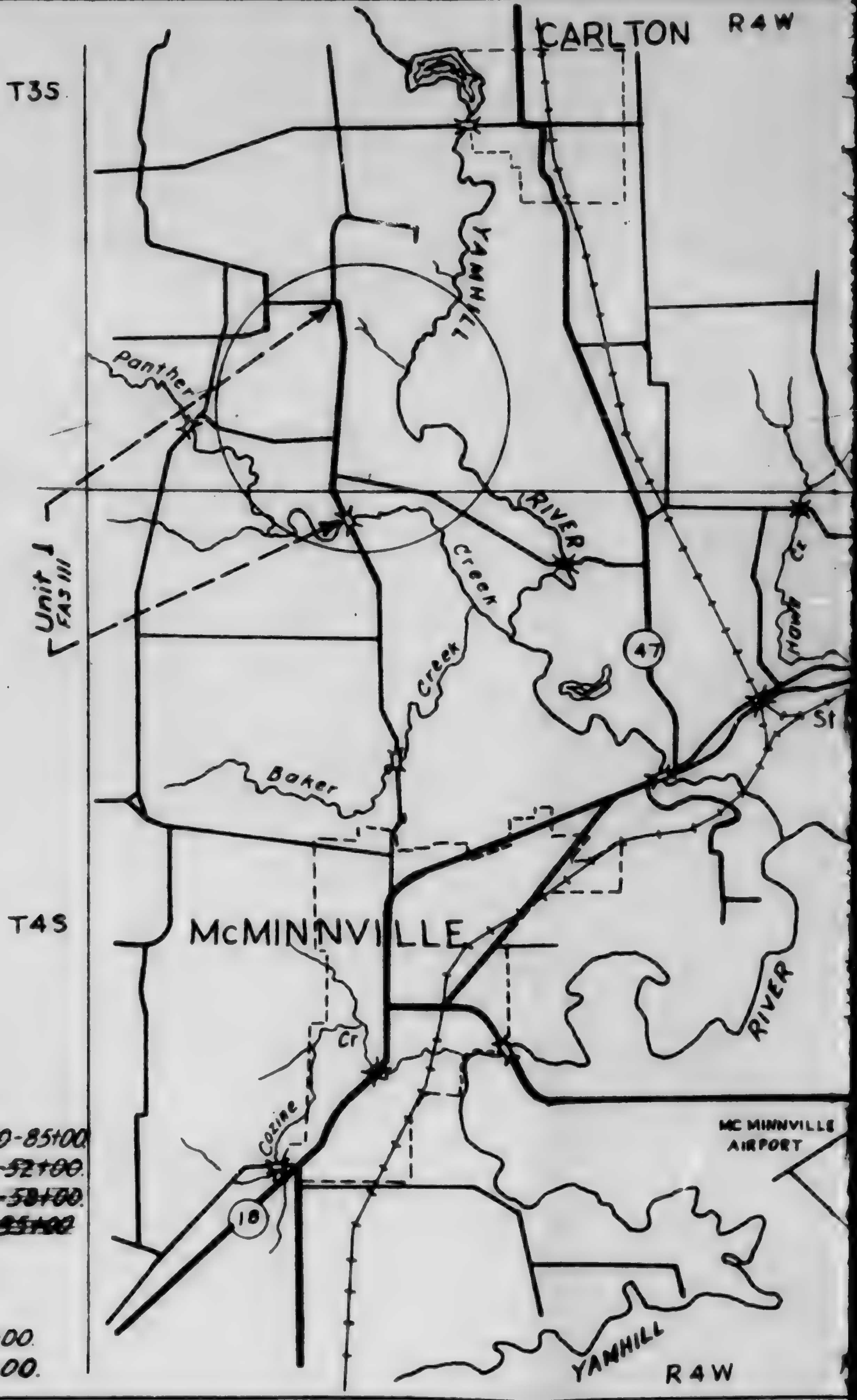
TYPICAL SECTION C.

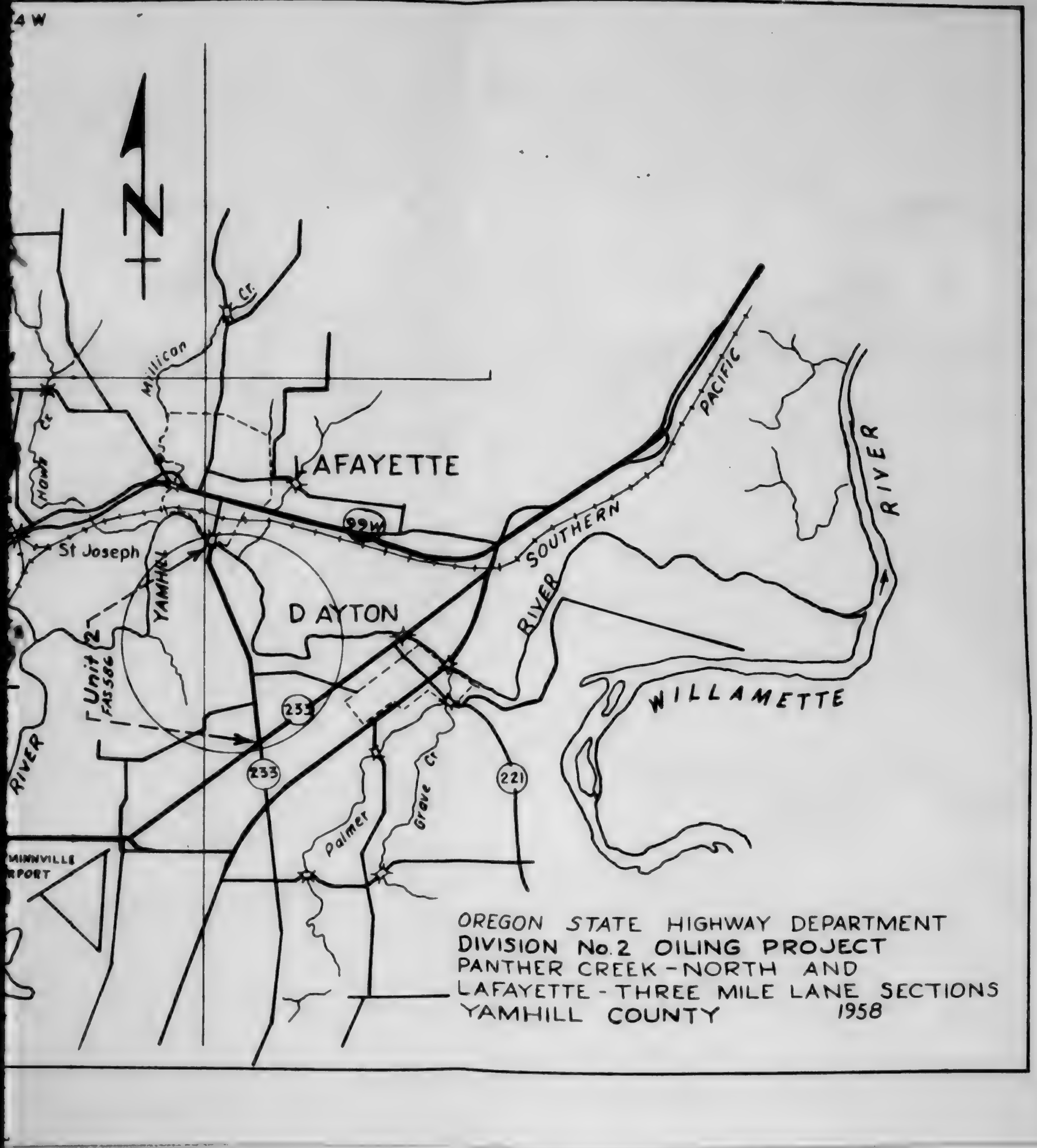
AL	Seg. of Quantities	
	UNIT 1	UNIT 2
[illegible]	~~10167~~	~~6623~~
[illegible]	1125	2716
~~5~~	~~495~~	~~355~~
[illegible]	74	94
[illegible]	23	28
[illegible]	1017	1263

A.
Unit II: Sta. 16+00 - ~~42+00~~
~~Sta. 38+00 - 74+00~~
Sta. ~~85+00~~ -105+60.

B.
Cr. Mat. in Base: Unit I. ~~9¼"~~ } Sta. 52+00-85+00
12¾" } Sta. 12+00-~~52+00~~.
~~Unit II 9¼" Sta. 42+00-58+00.~~
~~Sta. 74+00-85+00~~

C.
Unit I. : Sta 0+00-12+00.
Unit II: Sta. 0+00-16+00.





OREGON STATE HIGHWAY DEPARTMENT
DIVISION No. 2 OILING PROJECT
PANTHER CREEK - NORTH AND
LAFAYETTE - THREE MILE LANE SECTIONS
YAMHILL COUNTY 1958

S-363(2) S. Fork, John Day River 1958
DS-363(3) Sec. (Grading)
#5284

~~[illegible]~~
Grant Co
FAS 453

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1971

Hillery Stout, Roadmaster
Grant County Courthouse
Canyon City, Oregon 97820

Dear Mr. Stout:

As per the request from your office we are enclosing "As Constructed" plans for the following projects on the Paulina-Logdell Road.

Star Cr?
Snowshoe Camp-Stone Creek Section - contract 6001
South Fork John Day River Section - " 5284
Wickiup Creek-Logdell Section — " 5588

We trust these project plans will cover the area of your interest.

Very truly yours,

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

RECEIVED
COUNTY & CITY SECTION
☐ ~~ENGR.~~ ☑ [illegible] ☑ [illegible] ☑ [illegible]
☑ UPE ☑ GE ☑ RE ☑ RPE ☐

GCW:jf
Attachment
cc: H. S. Cox ✓

RECEIVED
W. [illegible] [illegible]AMS
FOR FILING

South Fork, John Day River
Contract No. 5284

W.C. Williams

February 4, 1960

FINAL COST ANALYSIS
Grading
Contractor: Earl L. McNutt Co.
Resident Engineer: L.C. Johnson

Grant County
Prefix 512 - 1033
Project [illegible]S - 363(2)
DS - 363(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	13,000		5,946.61	13,000.00
Drainage Excavation	2,100.69	Cu.Yd.	2.00	1.89	3,975.95	4,201.38
General Excavation	250,551.7	Cu.Yd.	0.34	0.35	88,648.20	85,187.58
Short Overhaul	272,632.2	Yd.Sta.	0.01	0.009	2,529.25	2,726.32
Long Overhaul	1,707.6	C-Yd.Sta.	0.40	0.38	647.86	683.04
Finish R.B. & Slopes	8.24	Mile	700.00	649.44	5,351.39	5,768.00
12" Corr.Metal Pipe	536	Lin.Ft.	3.35	2.92	1,562.61	1,795.60
18" Corr.Metal Pipe	2,320	Lin.Ft.	4.75	4.11	9,528.40	11,020.00
24" Corr.Metal Pipe	404	Lin.Ft.	7.20	5.60	2,262.28	2,908.80
36" Corr.Metal Pipe	80	Lin.Ft.	13.40	12.00	960.24	1,072.00
48" Corr.Metal Pipe	152	Lin.Ft.	18.50	14.53	2,209.82	2,812.00
60" Corr.Metal Pipe	62	Lin.Ft.	30.50	24.51	1,519.34	1,891.00
Salvaging Culvert Pipe	118	Lin.Ft.	3.00	2.64	311.56	354.00
					$125,453.51	$133,419.72

Gross Revenue	$ 133,419.72
Total Cost	125,453.51
Net Profit	$ 7,966.21

Net Profit equals 6.0% of Gross Revenue

DETAIL OF COST - Contract No. 5284

Labor:

Supervision	$ 7,933.00	
Labor	32,289.70	
Labor Insurance	2,610.45	
Health and Welfare	1,201.15	
Travel Pay	1,027.12	$ 45,061.42

Materials:

12" Corr.Metal Pipe	536 Lin.Ft.	@ $1.89	1,013.04	
12" Corr.Metal Bands	22 Each	@ $1.89	41.58	
18" Corr. Metal Pipe	2,320 Lin.Ft.	@ $2.64	6,124.80	
18" Corr.Metal Bands	68 Each	@ $2.64	179.52	
24" Corr.Metal Pipe	404 Lin.Ft.	@ $4.12	1,664.48	
24" Corr.Metal Bands	15 Each	@ $4.12	61.80	
36" Corr.Metal Pipe	80 Lin.Ft.	@ $8.07	645.60	
36" Corr.Metal Bands	2 Each	@ $8.07	16.14	
48" Corr.Metal Pipe	152 Lin.Ft.	@ $10.97	1,667.44	
48" Corr.Metal Bands	5 Each	@ $10.97	54.85	
60" Corr.Metal Pipe	62 Lin.Ft.	@ $18.16	1,125.92	
60" Corr.Metal Bands	2 Each	@ $36.32	72.64	12,667.81

Equipment Rental and Miscellaneous Supplies:

Equipment Rental	52,362.08	
Gas, Oil and Grease	7,752.90	
Bond	727.08	
P.U.C.	115.40	
P.L. and P.D. Insurance	502.78	
Small Tools and Misc. Supplies	475.95	
Move In, Freight and Cartage	1,785.50	
Home Office and General Overhead	4,002.59	67,724.28
TOTAL COST		$ 125,453.51

Remarks - Contract No. 5284

This was a "Federal Aid Secondary Project" calling for the grading of 8.24 miles of highway roadbed on the South Fork, John Day River Section of the Paulina-Logdell Road in Grant County.

The contract was bid July 29, 1958, awarded August 1, 1958, work started September 8, 1958, and the project was completed April 30, 1959.

The contractor moved in one D-6 cat and dozer and a crew of three men for clearing, and one 1-1/2-cubic yard shovel with dragline attachment and two men on September 8th and started the clearing work also digging channel change. Good progress was made on this work. He also installed culvert pipe using one tractor with backhoe attachment and a crew of three men. Good progress was made on the pipe installations.

The grading equipment which consisted of one D-9 cat, five D-8 cats and scrapers, one D-6 cat and dozer, and one cat #12 blade was moved in November 4, 1958 and started excavating immediately. Very good progress was made on the excavation as long as the material was dry, but when it started to rain and freeze it slowed production. Very little grading work was done between December 27, 1958 and February 13, 1959. Work resumed full scale February 16th completing the project April 30, 1959. A small loss was suffered on the excavation.

The contractor had good bid prices, good equipment, and good supervision realizing a fair profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER 63491

DATE	BILLING REQ. NO	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Contract 5284
S-363(2) + DS-363(3)
Grade/Drain

[illegible]

NOTED
JOHN D. GRAHAM

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
John F. Havemann

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]	[illegible] [illegible]		[illegible]
[illegible]	[illegible] [illegible]		[illegible]
			$ [illegible].75

NOTED
C. G. SWENSON

A 150X (REVISED 12-59)

NOTED
C. G. SWENSON

January 13, 1960

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
Harold C. Avers

Gentlemen:

Final costs are now available for the South Fork John Day River Section of FAS 453. As shown in the attached cost statement, a balance of $462.75 is due the State from the County. A billing form for this amount will be forwarded by our accounting division within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

10M—6-50

STATE OF OREGON,

To Earl L. [illegible]

County Grant

Postoffice address Eugene, Oregon

Highway Paulina - Logdell

Work done to April 30, 1959

Contract No. 5

Section S. Fork, John Day River

Prefix No. 512-1033-201(41)

Estimate No. 9 F

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amo
1. Clearing and grubbing	all	13000.00	100	13,000.00	13,000.00	-
2. Drainage excav., unclass.	c.y.	2.00	2,100.69	4,201.38	4,200.28	
3. General excav., unclass.	c.y.	.34	250,551.7	85,187.58	85,196.76	
4. Short overhaul	yd.sta.	.01	272,632.2	2,726.32	2,736.03	
5. Long overhaul	C-yd.sta.	.40	1,707.6	683.04	741.60	
6. Finish. roadbed and slopes	mile	700.00	8.24	5,768.00	5,768.00	-
8. 12" corr. metal pipe	l.f.	3.35	536	1,795.60	1,795.60	-
9. 18" corr. metal pipe	l.f.	4.75	2,320	11,020.00	11,020.00	-
10. 24" corr. metal pipe	l.f.	7.20	404	2,908.80	2,908.80	-
11. 36" corr. metal pipe	l.f.	13.40	80	1,072.00	1,072.00	-
12. 48" corr. metal pipe	l.f.	18.50	152	2,812.00	2,812.00	-
13. 60" corr. metal pipe	l.f.	30.50	62	1,891.00	1,891.00	-
16. Salvaging culvert pipe	l.f.	3.00	118	354.00	354.00	-

Audited and approved by

Period covered To 4/30/59

Items [illegible] Est. 9 Final

	Total Amount To Date	Previous Amount	Present Amo
Totals	133,419.72	133,495.[illegible]	-75.[illegible]
0 % Retained	-	4,004.96	4,004.96
Total Payments	133,419.72	[illegible]	[illegible]

County

Highway Paulina - Logdell Work done to April 30, 1959 Contract No. [illegible]

Section S. Fork, John Day River Prefix No. 512-1033-201(41) Estimate No. 9 Fi

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Am
1. Clearing and grubbing	all	13000.00	100%	13,000.00	13,000.00	-
2. Drainage excav., unclass.	c.y.	2.00	2,100.69	4,201.38	4,200.28	
3. General excav., unclass.	c.y.	.34	250,551.7	85,187.58	85,196.76	-
4. Short overhaul yd.sta.		.01	272,632.2	2,726.32	2,736.03	-
5. Long overhaul C-yd.sta.		.40	1,709.6	683.04	741.60	-
6. Finish. roadbed and slopes	mile	700.00	8.24	5,768.00	5,768.00	-
8. 12" corr. metal pipe	l.f.	3.35	536	1,795.60	1,795.60	-
9. 18" corr. metal pipe	l.f.	4.75	2,320	11,020.00	11,020.00	-
10. 24" corr. metal pipe	l.f.	7.20	404	2,908.80	2,908.80	-
11. 36" corr. metal pipe	l.f.	13.40	80	1,072.00	1,072.00	-
12. 48" corr. metal pipe	l.f.	18.50	152	2,812.00	2,812.00	-
13. 60" corr. metal pipe	l.f.	30.50	62	1,891.00	1,891.00	-
16. Salvaging culvert pipe	l.f.	3.00	118	354.00	354.00	-

Audited and approved by	Totals	133,419.72	133,495.47	-75.75
Period covered To 4/30/59	0 % Retained	-	4,004.86	4,004.86
Items Cont. [illegible] Est. 9 Final	Total Payments	133,419.72	129,490.61	3,929.11

Computed by C. Palmer Checked by To be paid contractors, this estimate, $ 3,929.11

ho

Engineer L. C. Johnson

Previous Voucher No. 26068

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/13/60

County Grant Contract No. 5284 Date Completed 4/30/59

FAS 153 Section South Fork John Day River

PAYMENTS TO CONTRACTOR

Item		Total Cost
Payments to contractor as per attached tabulation		$133,419.72
Construction engineering.		15,439.53
TOTAL CONSTRUCTION COSTS.		$148,859.25
FEDERAL FUNDS COLLECTED		
"D" Funds	$14,593.00	
"L" Funds	3,000.00	
Total DS Funds....................		$ 17,593.00
Total S Funds.....................		74,800.00
TOTAL FEDERAL FUNDS		$ 92,393.00

AGREED COUNTY SHARE OF TOTAL COSTS

DS Project: Total Cost $20,000		
50% of difference between total cost and federal funds		
($20,000 - $17,593) X 1/2		$ 1,203.50
S Project: Total Cost $128,859.25		
100% of all costs over $121,000		
($128,859.25 - $121,000..................	$ 7,859.25	
50% of difference between $121,000 and federal funds		
($121,000 - $74,800) X 1/2...............	23,100.00	30,959.25
TOTAL COUNTY SHARE....................		$32,162.75
Less advance deposit..................		31,700.00
BALANCE DUE STATE.		$ 462.75

JFH:mm

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 24, 1959

A 363(2)
NA 363(3)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5284	9 F	Earl L. McNutt Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
31218	132542	$3,929.11	12-24-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 110 workdays from August 11, 1958

Time Extensions: None of record

Completion Date: April 30, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 28, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
Lc

Warrant Mailed: DEC 28 1959

RECEIVED
DEC -7 1959
FOR FILING

S 362-2
[illegible]-36.1(3)
5284

A

December 4, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5284 for grading the South Fork of the John Day River Section on the Paulina-Logdell Road in Grant County was completed by the contractor, Earl L. McNutt Co., on April 30, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $3,929.11 will be released to the contractor on or after December 14, 1959. The total contract amount is $133,419.72, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

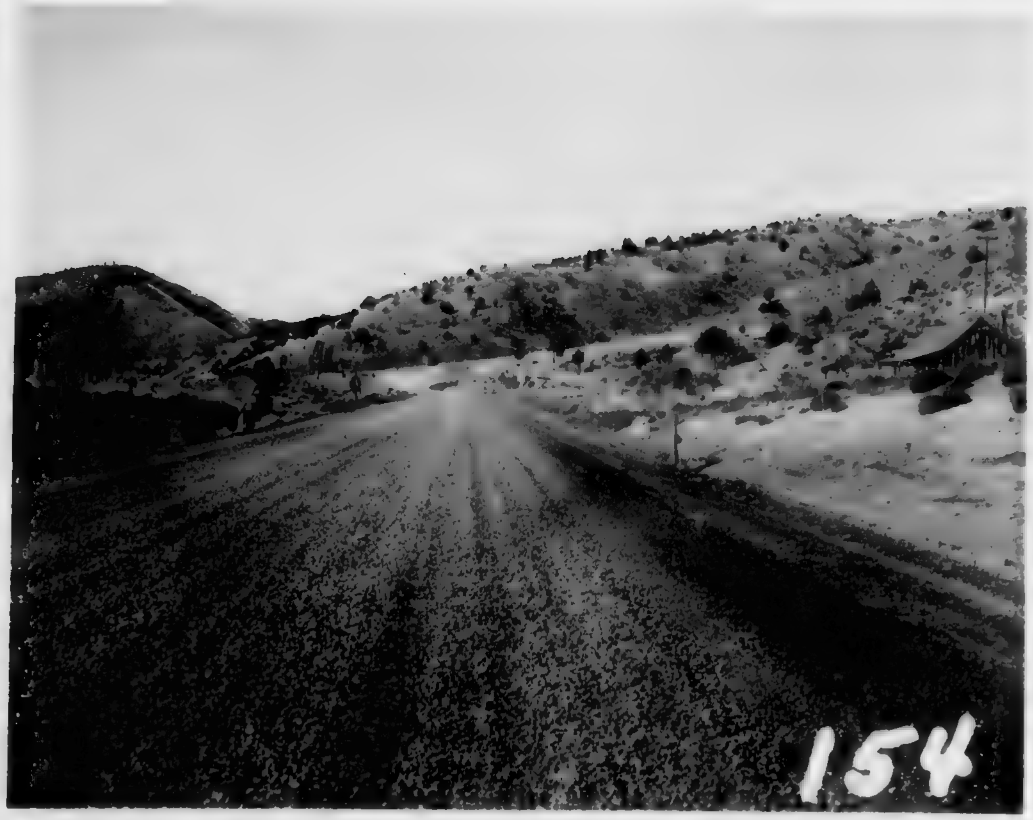
Secretary
OREGON STATE HIGHWAY COMMISSION

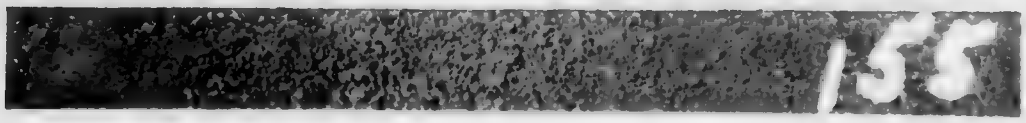
dc

FAS 453 County Grant Contract No. 1957 & 1959

Section [illegible]

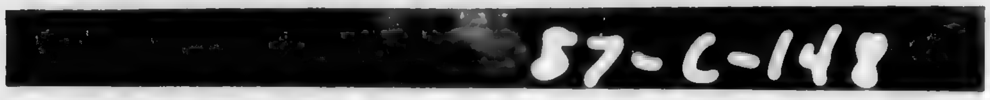
Location [illegible]


154


155

156

57-C-147


57-C-148

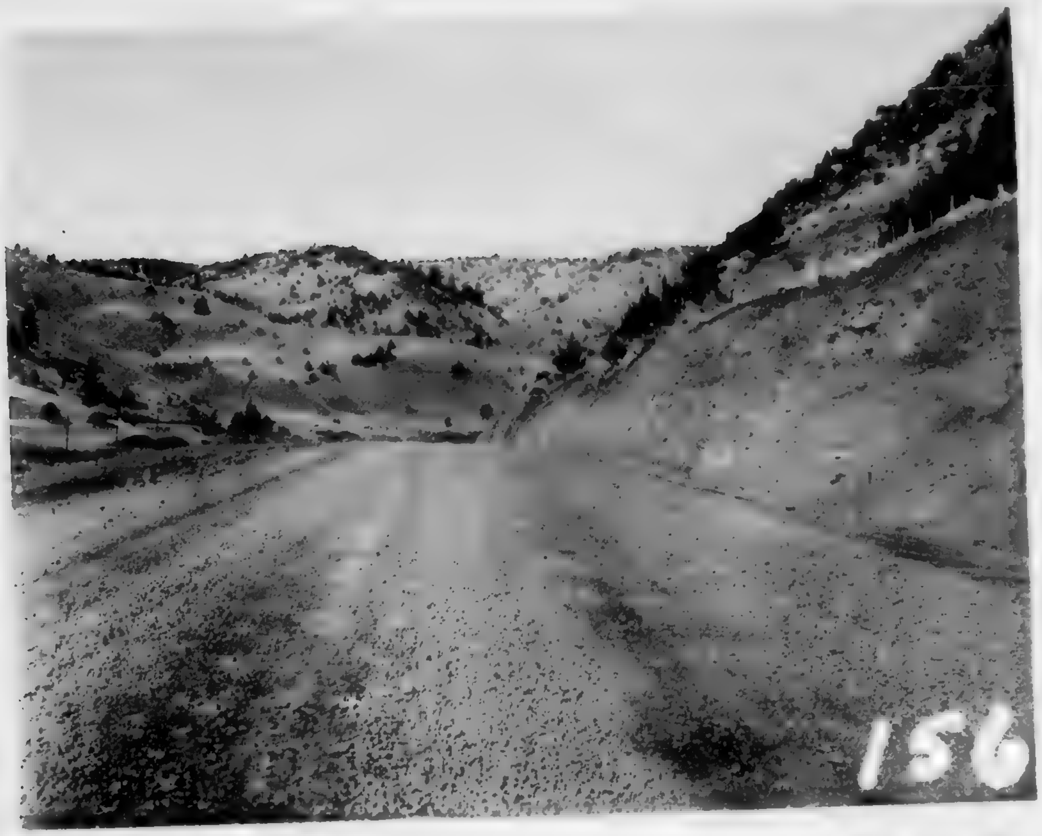
57-C-146

1958 & 1959

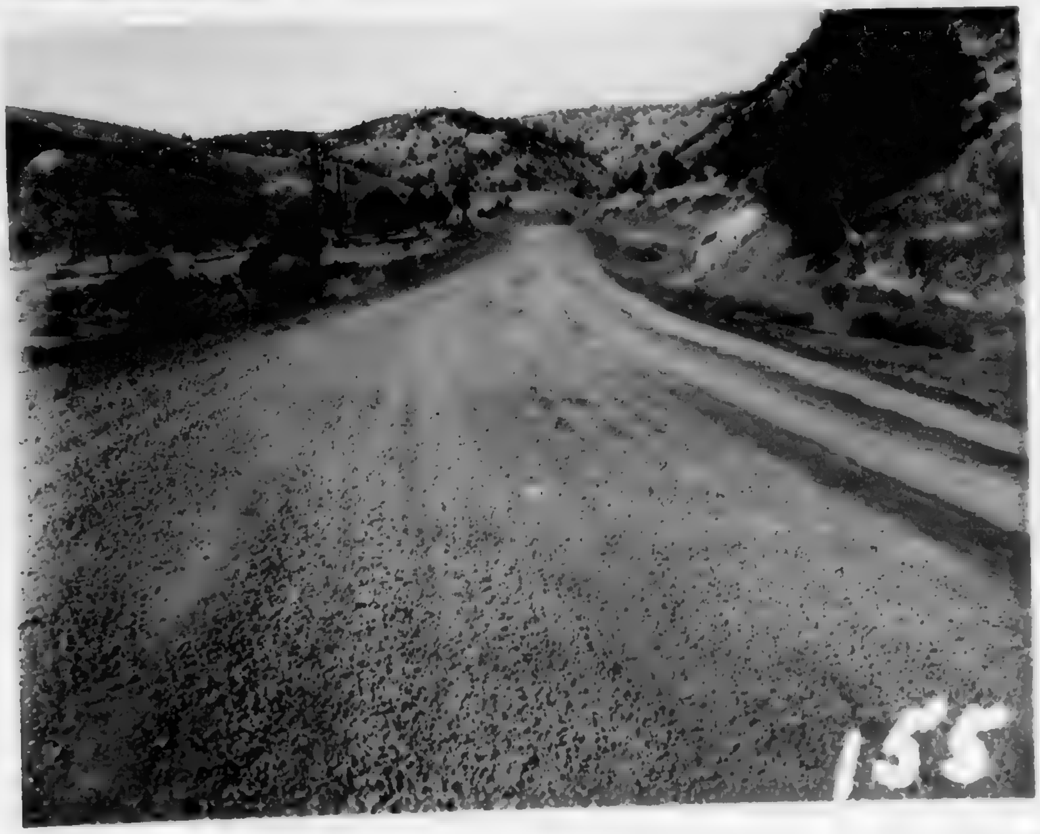
FAS 453 County Grant Contract No.

Section [illegible]

Location



156



155

1957 & 1959

FAS 453 County Grant Contract No.

Section [illegible]

Location [illegible]

57-C-148

57-C-147

FAS 453 County Grant Contract No. 1957 & 1959

Section Ince Section

Location [illegible] John Day X-ing [illegible]

[illegible]

[illegible]

57-C-146

RECEIVED
OCT 19 1959
FOR FILING

[illegible]

[illegible]

5284

October 16, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L. McNutt Co., on contract #5284 for grading the South Fork, John Day River Section of the Paulina-Logdell Road in Grant County.

This payment, in the amount of $15,902.21, will be released to contractor on or after October 26, 1959. The retained percentage is $4,004.86.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
MAY 20 1959
FOR FILING

[illegible]
[illegible]
5284

May 20, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Earl L. McNutt Company a portion of the funds heretofore retained by the Commission on Contract #5284, for grading the South Fork, John Day River Section of the Paulina-Logdell Road in Grant County.

This payment, in the amount of $10,974.49, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,513.04. The present payment will be released on or after May 30, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

A

Form E-1-

S 363(2)
DS 363(3)
5284

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 9, 1959

Section	SouthFork, John Day River	Kind of work	Grading
Highway	Paulina-Logdell County Grant	Section prefix	512-1033 S-363 (2); DS-363 (3)
Contractor	Earl L. McNutt Co.	Contract number	5284
Date of contract	August 1, 1958	Specified work days	110
Date work started	September 8, 1958	Work days used	105
Project authorization Exclusive of engineering	$148,467.38 $137,909.70	Per cent of time elapsed	95.4 %

Estimated cost of completed project, exclusive of engineering $135,467.38

Estimated per cent overrun or underrun Underrun 1.8 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $10,557.68

Engineering cost to date $13,722.98, 130 %

Date project was completed 4/30, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Construction x-sections have been submitted to Salem for figuring by I.B.M. when this XXXX XX material is complete then Mass Diagram may be prepared which is the major slow up of the semi-final. Semi- final should be in some time in May.

Las t Report this project.

CONSTRUCTION DIVISION
RECEIVED
MAY 1 1 1959
NOTED-- CE AC ACE COE

NOTED

Signed L. C. Johnson
Address 25 S. Date Ave. , Burns , Oreg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.24				
Miles partially completed	8.24				
Miles completed	8.24				
Total estimated quantities (contract)	239,800				
Total quantities corrected to date	239,800				
Estimated quantities moved or placed to date	217,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers	None	
Tuesday	Cloudy	"	
Wednesday	Fair	"	
Thursday	"	"	
Friday	"	"	
Saturday			

RECEIVED
MAY 8 - 1959
FOR FILING

S 363 (2)
DS-363 (3)
5284

May 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 30, 1959, on Contract No. 5284, South Fork, John Day River Section, in Grant County, in connection with Federal Aid Project Nos. S-363(2) and DS-363(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JA:bb

cc: Clarence G. Swenson

C. G. SWENSON

GRANT COUNTY ROAD DEPARTMENT
CANYON CITY, OREGON

NOTED
C. G. SWENSON

May 13, 1959

NOTED

NOTED
Harold C. Ayers

attn:
C. G. Swenson, Eng.
County & City Relations

Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Re your letter of May 11, regarding the construction of right-of-way fence on the South Fork John Day River Section of FAS 453, please be advised that Grant County has completed this fencing in its entirety.

Yours truly,

Grant County
by
O. L. Dickens
O. L. Dickens, County Judge

Copy of letter to Sc. ling
5/18/59

RECEIVED
MAY 15 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

May 11, 1959

Hon. O. L. Dickens
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge Dickens:

Enclosed are two copies of a Land Office decision covering right-of-way on the South Fork John Day River Section of FAS 453.

Please note that the decision requires the construction of right-of-way fence which this office understands has been constructed or will be constructed by county forces. Would you please advise me regarding this matter.

Very truly yours,

W.C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:MM
Encl.

cc: Mr. Earl Saling, Right-of-way Engineer

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Right of Way Department
May 8, 1959

SUBJECT: File No. 27814, Oregon 06211
Suplee-Izee Section
Izee County Road

To:
Mr. C. H. Swenson
City-County Relations Engineer
OFFICE

Attached are three copies of the May 1, 1959 Land Office Decision, covering right of way for the Izee County Road through public domain in T. 17 S., R. 27 E., Grant County. With a copy of our April 21, 1958 application to the Bureau of Land Management, we sent you two prints of map 10C-31-10. We are giving you another two prints, which you may want to forward to Grant County, along with the Decision copies.

Please note the stipulation: "The State of Oregon shall construct a legal, standard livestock fence, with gates as required, along the right of way boundary on both sides of the road." We understand that this is the obligation of Grant County, rather than the State of Oregon.

EFS

EARL F. SALING
Right of Way Office Manager

WO:ls
Enc. 3 copies Decision, 2 prints
cc: Div. Eng. Parson
(With 1 copy Decision)
cc: Velda DeGuire
(With orig. Decision
& 1 print 10C-31-10)

File 27814

IN REPLY REFER TO:
[illegible]:B
Oregon 06211
17.0 R/W

RECEIVED
MAY 4 1959
LEGAL DEPT.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

MAY 1 - 1959

NOTED
D H MOEHRING

DECISION

Name:	Oregon 06211
Oregon State Highway Department	Highway Application
Salem	Land Description:
Oregon	T. 17 S., R. 27 E., W.M., Oregon
	Sec. 9: NW¼NE¼, SE¼NE¼
Date Map Filed:	Sec. 10: SW¼SE¼
April 23, 1958	Sec. 15: NE¼SE¼
	Sec. 23: NW¼NE¼, SW¼NE¼
	Sec. 24: NW¼SE¼

Highway Right of Way Approved

The application and map filed by the above named State for a highway right of way over public lands, under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. Sec. 18) have been examined and found to conform to the regulations. The Public Roads Administration has determined that the land is necessary for the purpose specified in the act.

Pursuant to the above mentioned act and the regulations thereunder (43 CFR Secs. 244.54 and 244.56) the right of way over the public lands as shown on the above mentioned map is approved, subject to all valid existing rights, but reserving rights of way for canals and ditches constructed under authority of the United States, and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all subcontracts, and subject also to the following special stipulation:

> The State of Oregon shall construct a legal, standard livestock fence, with gates as required, along the right of way boundary on both sides of the road.

One tracing map showing the location of the highway and the copy hereof will be forwarded to the Director for appropriate notation of the records. Three copies hereof are being forwarded to the Public Roads Administration which agency will advise the State of the action taken.

Virgil
Manager

NOTED
W. T. WRIG

COOPER

RECEIVED
1959
OFFICE
ENGINEER

STATE OF OREGON)
County of Marion)ss

I, W. C. Williams, being duly sworn, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant", that the survey of the right of way of the Izee County Road, from the South Fork of the John Day River Crossing, southeasterly to Antelope Creek, a distance of 8½ miles, was made under my direction as chief engineer of the applicant, commencing on the 5th day of July, 1957, and ending on the 8th day of February, 1958, and that a portion of such survey is accurately represented on this map.

OREGON STATE HIGHWAY COMMISSION, Applicant

By

W. C. Williams, Chief Engineer

Sworn and subscribed to before me this 21st day of April, 1958.

H. Bernard Glaisyer Jr

Notary Public for Oregon
My Commission expires February 14, 1959.

I, H. B. Glaisyer, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "Applicant"; that W. C. Williams, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the survey of the right of way of the Izee County Road, as accurately represented on this map, was made under authority of the applicant, on behalf of Grant County; that such survey, a portion of which is shown on this map, was adopted by Grant County on March 5, 1958, as the approximate final location of the right of way from the South Fork of the John Day River Crossing, southeasterly to Antelope Creek, a distance of 8½ miles; and that the map has been prepared to be filed for the approval of the Secretary of the Interior, in order that the applicant may obtain the benefits of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18).

OREGON STATE HIGHWAY COMMISSION, Applicant

By H.B. Glaisyer Jr

H. B. Glaisyer, Secretary

CER

I hereby ce
described land
Federal Land
T.17S., R. 27 E.
Sec.10 - S.W.¼
Sec. 23 - NW.¼
Sec. 24 - NW.¼

Signed at Portl
day of ___

File
OREGON STATE
Filing
RIGH

U.S. GO
IZEE C

GRAN
Scale: 1" = 4
10

RTIFICATE ~

certify that the following
nd is as of this date unpatented

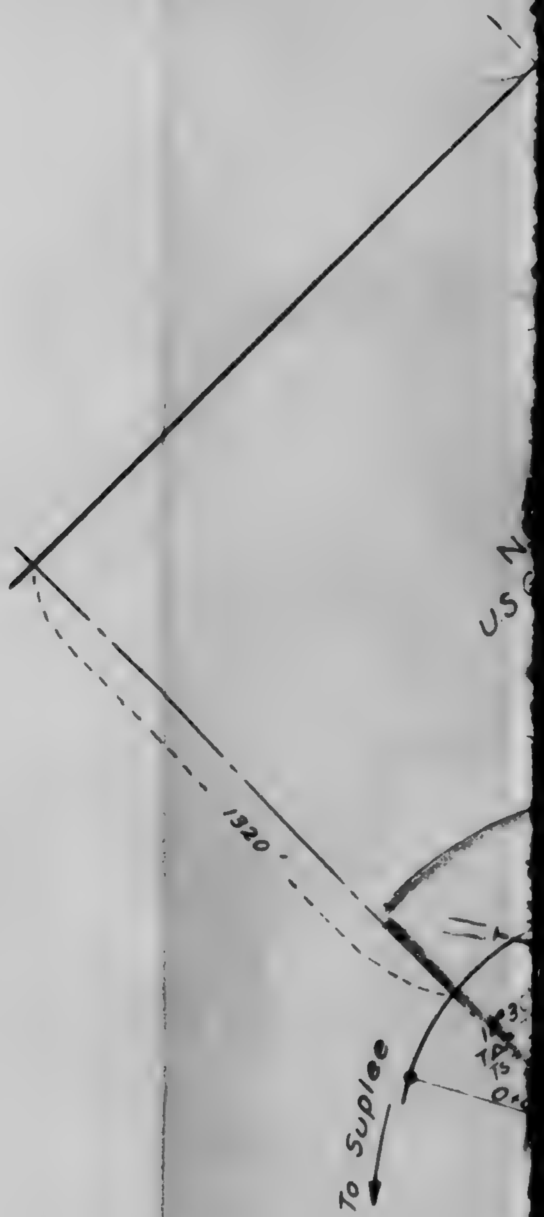
S., W.M. Sec. 9 - N.W.4 N.E.4, S.E.4 N.E.4
V.4 S.E.4, Sec. 15 - N.E.4 S.E.4
W.4 N.E.4, S.E.4 N.E.4
W.4 S.E.4

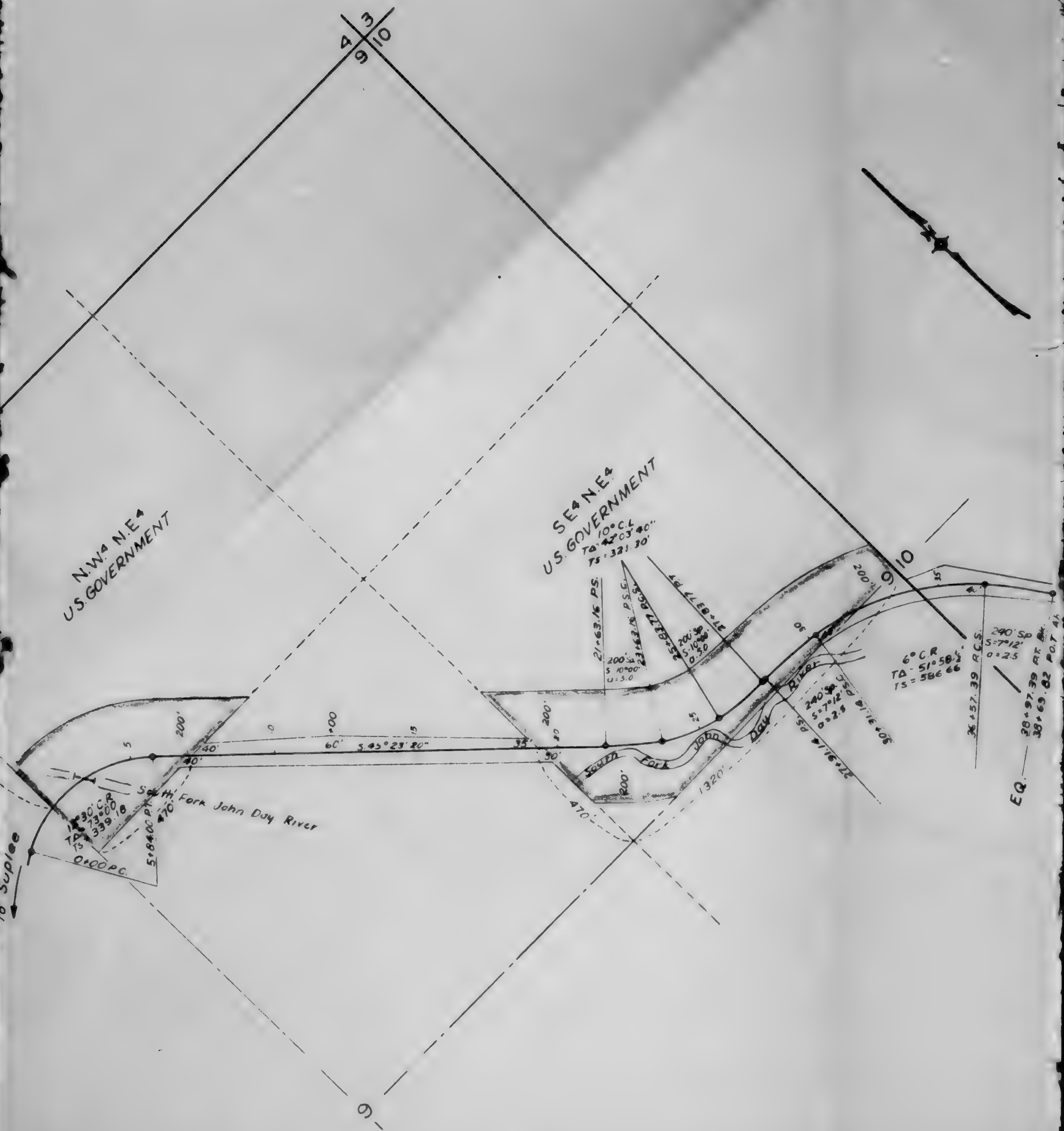
rtland, Oregon this ______
______ 1958

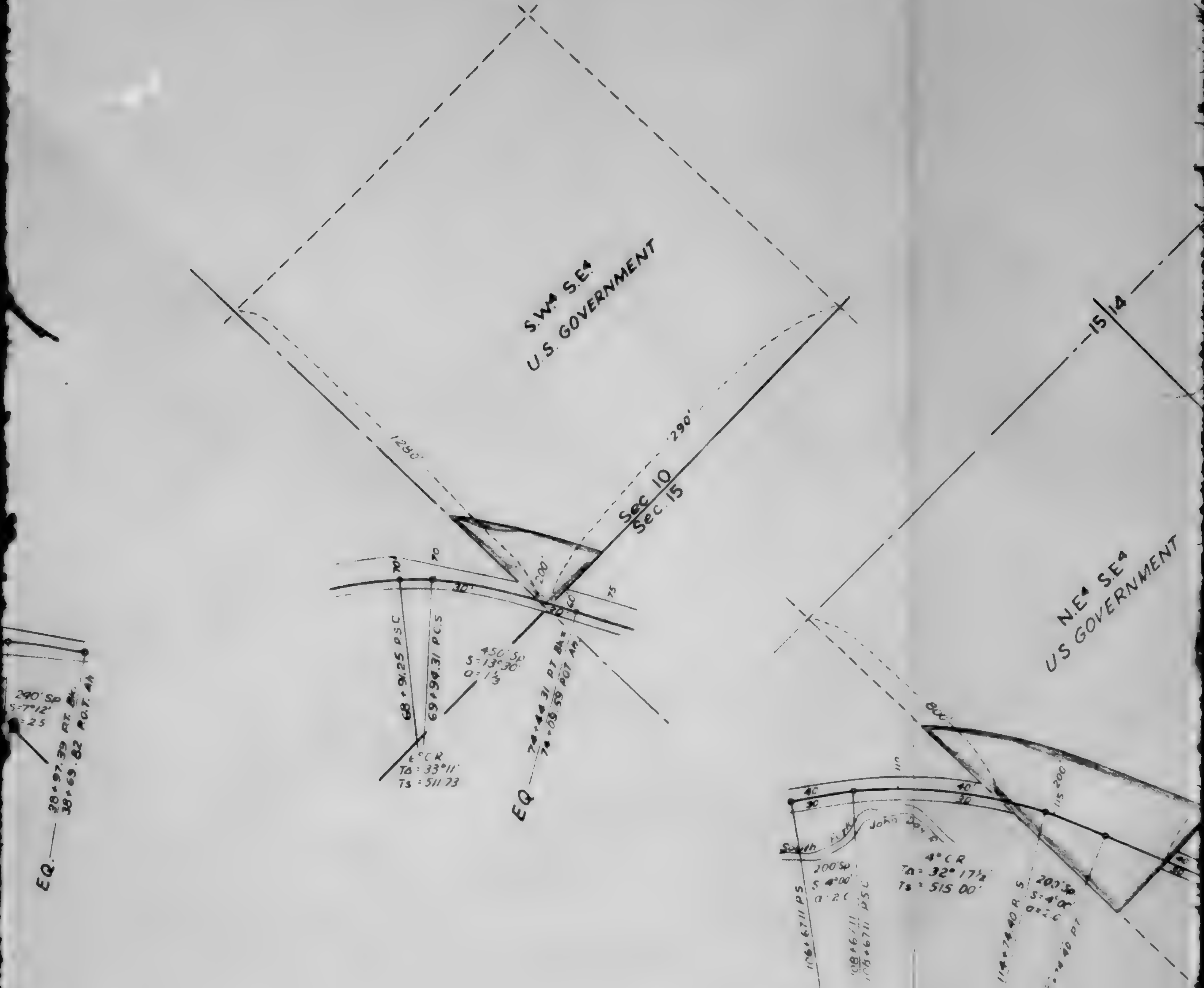
____
Manager

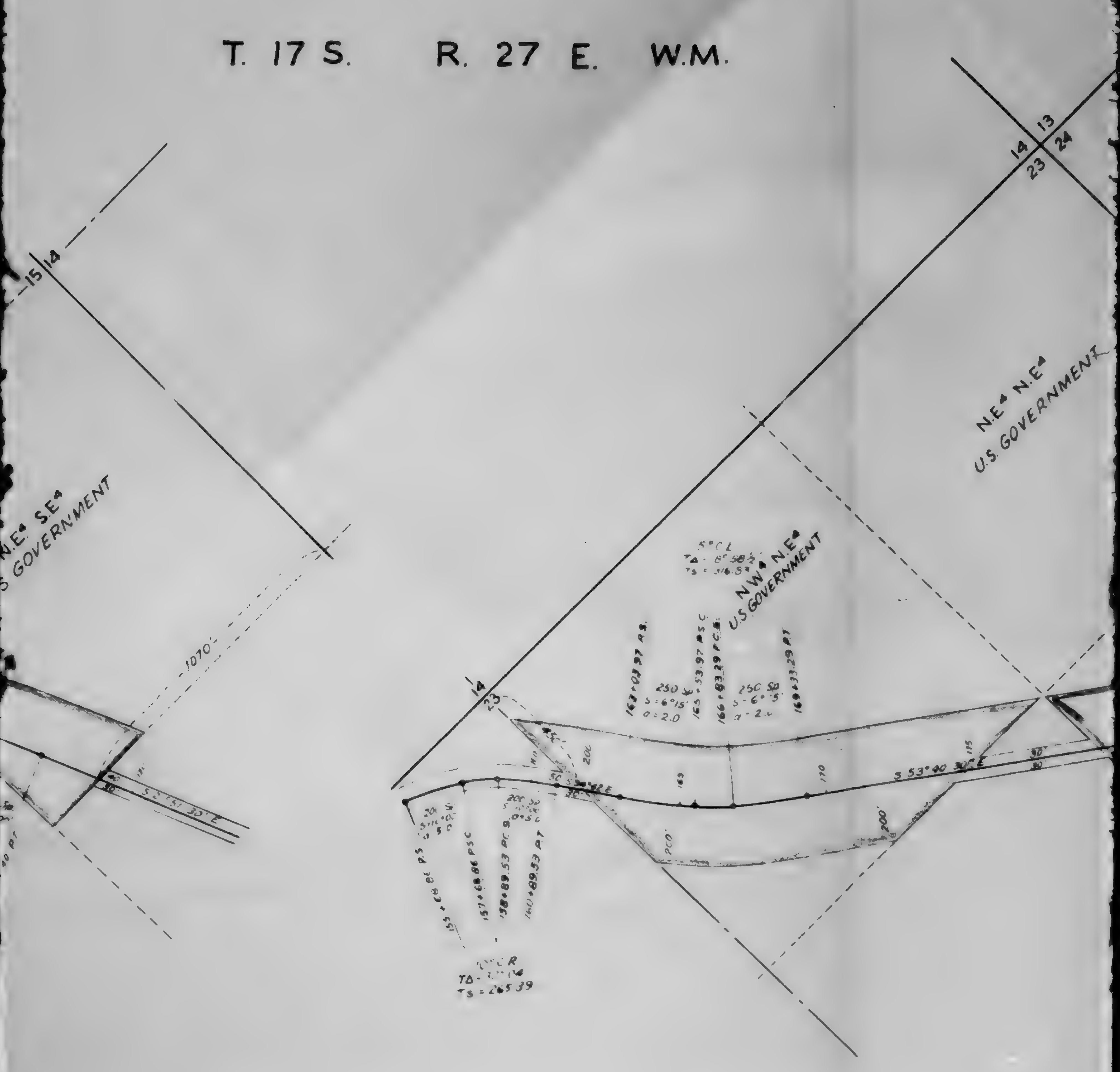
ile No. 27814
TE HIGHWAY DEPARTMENT
ng Map For
GHT OF WAY
From
GOVERNMENT
COUNTY ROAD

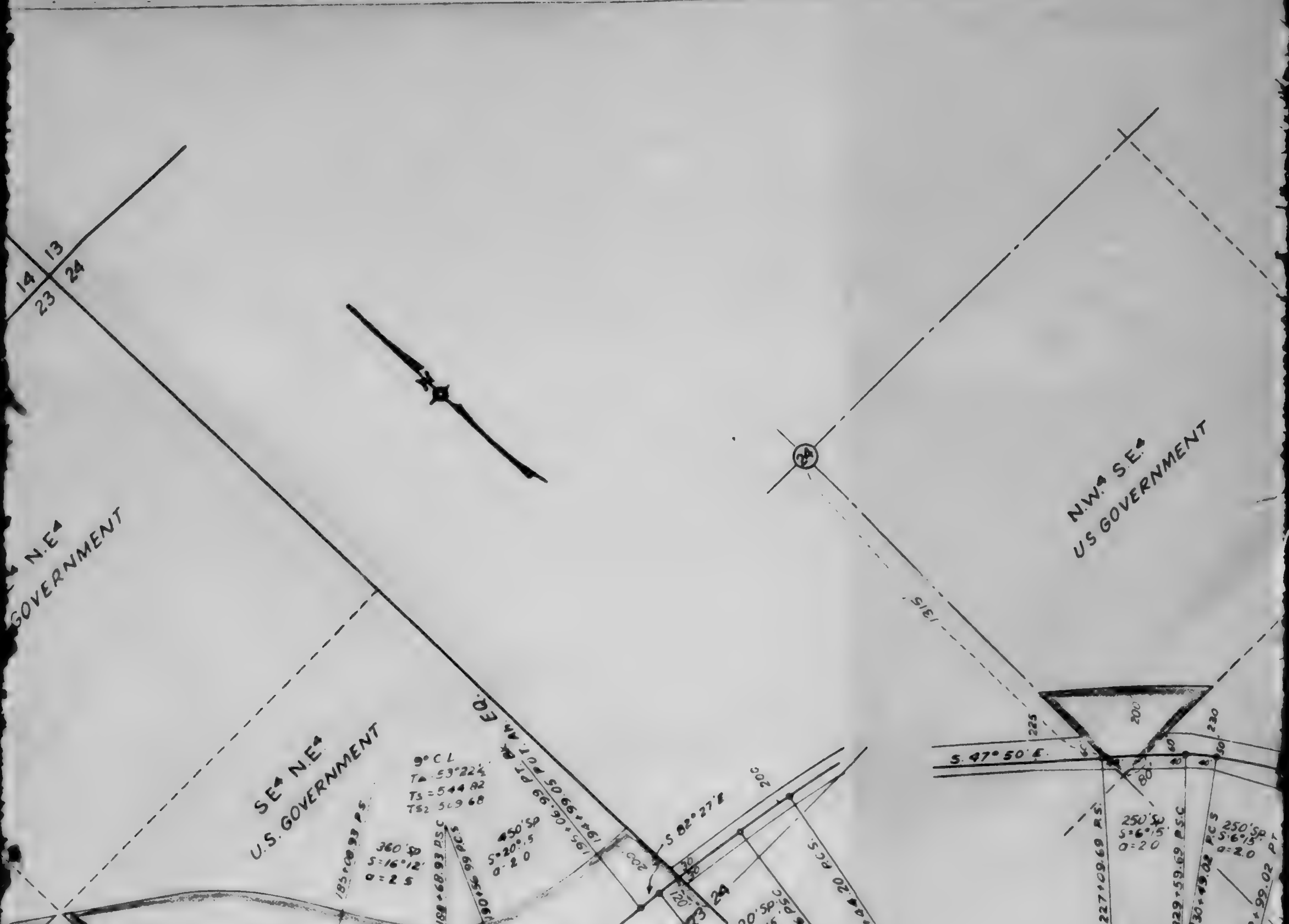
RANT COUNTY
" = 400' April, 1958
10C-31-10

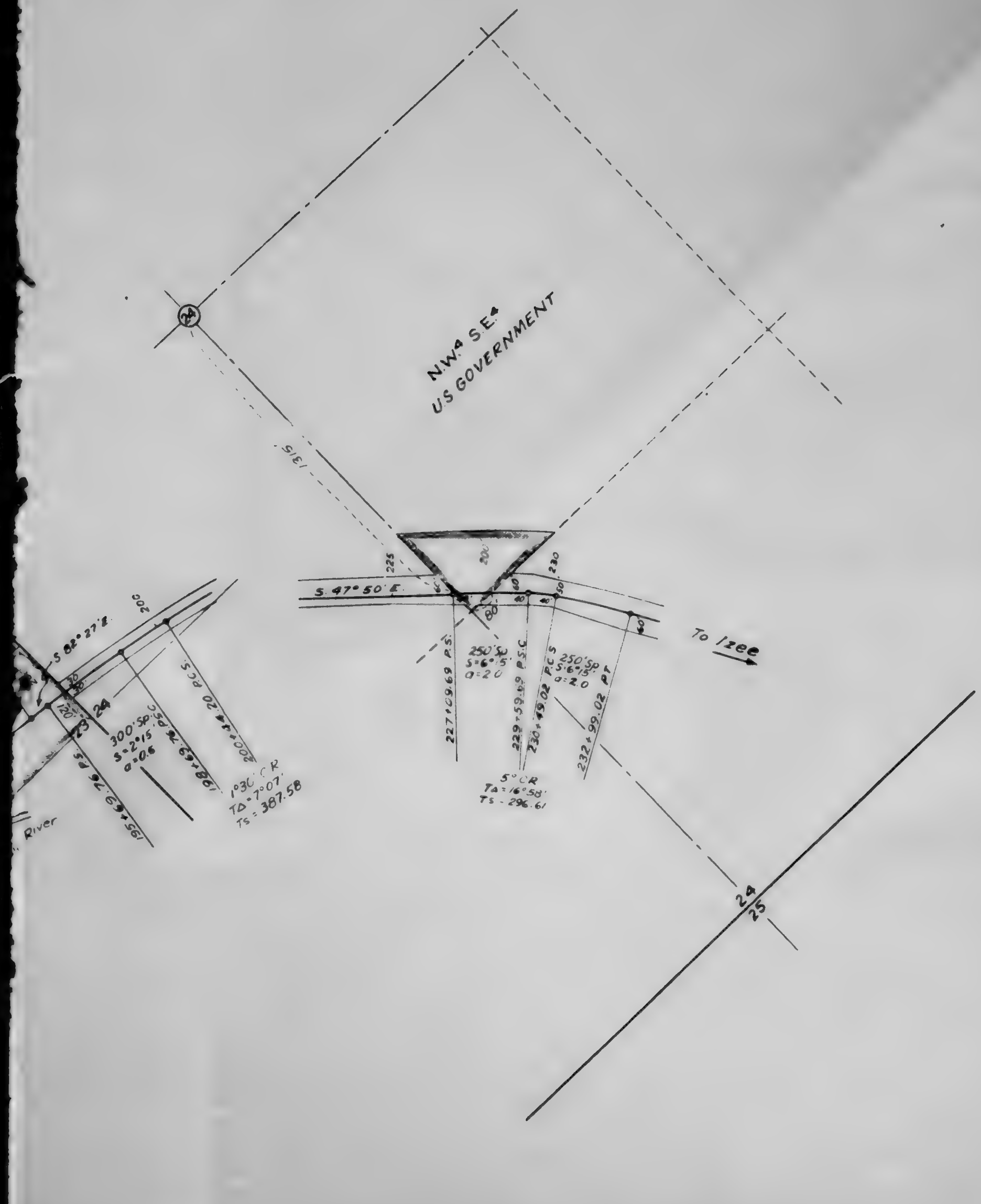



4
3
9
10
N.W.¼ N.E.¼
U.S. GOVERNMENT
S.E.¼ N.E.¼
U.S. GOVERNMENT
10° C.L.
TΔ 42°03'40"
TS = 321.30'
21+63.16 P.S.
200' Sp
S 10°00'
o = 5.0
23+63.16 P.S.C.
25+83.77 P.C.S.
200' Sp
S 10°00'
o = 5.0
27+83.77 P.T.
9
10
200'
200'
200'
140'
40'
60'
S. 45°23'20"
35'
50'
5
10
15
20
25
30
35
40
South Fork John Day River
6° C.R.
TΔ 51°58½'
TS = 386.66
240' Sp
S = 7°12'
o = 2.5
240' Sp
S = 7°12'
o = 2.5
32+11.14 P.S.
30+11.14 P.S.C.
36+57.39 P.C.S.
38+97.39 P.T. Ah.
38+69.82 P.O.T. Ah.
EQ.
1320'
470'
470'
12°30' C.R.
TΔ 73°00'
TS 339.18
0+00 P.C.
5+84.00 P.T.
South Fork John Day River
To Suplee
9


S.W.¼ S.E.¼
U.S. GOVERNMENT
1290'
290'
Sec 10
Sec 15
70
70
30'
200
30'
60
75
68+91.25 P.S.C.
69+94.31 P.C.S.
450' Sp
S=13°30'
a=1⅓
6°C.R
TΔ=33°11'
Ts=511.73
74+44.31 P.T. Bk=
74+03.59 P.O.T. Ah
EQ
240' Sp
S=7°12'
=2.5
38+97.39 P.T. Bk.
38+69.82 P.O.T. Ah
EQ.
15|14
N.E.¼ S.E.¼
U.S. GOVERNMENT
800
115
40
30
40'
30
115 200
South Fork John Day R
200' Sp
S 4°00'
a=2.0
106+67.11 P.S.
108+67.11
106+67.11 P.S.C.
4°C.R
TΔ=32°17½'
Ts=515.00'
114+74.40 P.S.
200' Sp
S=4°00'
a=2.0
116+74.40 P.T.
40
30


T. 17 S. R. 27 E. W.M.
15 | 14
14 | 13
23 | 24
14
23
N.E.¼ S.E.¼
U.S. GOVERNMENT
N.E.¼ N.E.¼
U.S. GOVERNMENT
N.W.¼ N.E.¼
U.S. GOVERNMENT
1070'
S 2°51' 30" E
S 53°40' 30" E
5°C L
TΔ = 8°58½'
TS = 316.8
163+03.97 P.S.
165+53.97 P.S.C.
166+83.29 P.C.S.
169+33.29 P.T.
250 SP
S = 6°15'
a = 2.0
250 SP
S = 6°15'
a = 2.0
155+68.86 P.S.
157+68.86 P.S.C.
158+89.53 P.C.S.
160+89.53 P.T.
200 SP
S = 10°0'
a = 5.0
200 SP
S = 10°0'
a = 5.0
TΔ
TS = 265.39
200
200
200'
165
170
175
50
50
30
30
30'
30'
45
50


14
13
23
24
N.E.4
GOVERNMENT
N.W.4 S.E.4
US GOVERNMENT
SE4 N.E.4
U.S. GOVERNMENT
1315
9° C L
TΔ = 53°22½
Ts = 544.82
Ts2 = 569.68
EQ.
194+99.05 P.O.T. Ah.
195+06.99 P.T. Bk.
185+08.93 P.S.
360' Sp
S = 16°12'
a = 2.5
188+68.93 P.S.C.
190+56.99 P.C.S.
450' Sp
S = 20°.5
a = 2.0
S 82°27'E
200
30
30
120'
23
24
S 29°04'30"E
180
180
30'
30'
200'
200
300' Sp.
S = 2°15'
a = 0.5
195+69.76 P.S.
198+69.7 P.S.C.
200+4.20 P.C.S.
200
1°30' C R
TΔ = 7°07'
Ts = 387.58
179+92.05 P.S.
200' Sp.
S = 9°00
a = 4.5
181+92.05 P.S.C.
182+65.36 P.C.S.
200' Sp
S = 9°00
a = 4.5
184+65.36 P.T.
9° C R
TΔ = 24°36'
Ts = 239.30
S Fk John Day River
S. 47° 50' E.
225
200
230
60
50
40
40
80
227+09.69 P.S.
250' Sp
S = 6°15
a = 2.0
229+59.69 P.S.C.
230+49.02 P.C.S.
250' Sp.
S = 6°15
a = 2.0
232+99.02 P.T.
5° C R
TΔ = 16°58'
Ts = 296.61



N.W.¼ S.E.¼
U.S. GOVERNMENT
24
1315
225
200
230
S. 47° 50' E.
50
40
40'
50
80
60
To Izee
227+09.69 P.S.
250' Sp.
S=6°15'
a=2.0
229+59.69 P.S.C
230+49.02 P.C.S
250' Sp.
S=6°15'
a=2.0
232+99.02 P.T.
5° C.R.
TΔ=16°58'
Ts=296.61
S 82° 27' E
200
30
30
120
23
24
300' Sp.
S=2°15'
a=0.6
195+69.76 P.S.
198+69.76 P.S.C
200+44.20 P.C.S.
1°30' C.R.
TΔ=7°07'
Ts=387.58
River
24
25

RECEIVED
DEC 12 1958

A

FOR FILING

S-363 (2)
US-363 (2)
5284

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1958

SUBJECT: Provision for passing of fish through culverts on S. Fork John Day River

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Salem

I am attaching a copy of a letter from Mr. A. F. Parson, Division Engineer, on the above subject. This letter would indicate that all requirements of the State Fish Commission as stated in your letter of November 13th to Mr. Parson, have been complied with.

Tom Edwards
Construction Engineer

By D J Barbee
D. J. Barbee
Assistant Construction Engineer

EJB:ep

Incl.

NOTED

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE

La Grande, Oregon
November 25, 1958

SUBJECT S. Fork, John Day River Sec.
Contract 5784

To:

Mr. Tom Edwards
Construction Engineer
Salem

Reference is made to Mr. Paxson's letter of November 13, 1958 on the above subject. The matter of the culvert gradient was discussed prior to the letting of this contract and the culverts have been installed to comply with the recommendations of the Fish Commission, as well as the Game Commission.

The placing of the boulders in the stream was also an anticipated item and provision made in the contract for the contractor to place said boulders.

A. F. Paxson
Division Engineer

By

C. B. Cannon
Office Engineer

CBC:dj

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NOV 11 1958
FOR FILING

S-363(2)
NS-363(3)
5284

Salem, Oregon
November 13, 1958

Provision for passing of
fish through culverts on
S. Fork John Day River

S-363(2)

Mr. A. F. Parson

Herewith copy of a letter from the State Fish Commission concerning the provision for the passing of fish through culverts and channel changes on the S. Fork of the John Day River, county FAS project in Grant County, S 363 (2). Do the requests of the Fish Commission correspond with your agreement with them?

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

COMMISSIONERS:
HAROLD T. JOHNSON, CHAIRMAN, ASTORIA
CHARLES W. MAHAFFY, COOS BAY
OMAR C. PALMER, PORTLAND

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

October 31, 1958

REFERRED TO
Cooper
By State Highway Engineer

State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams

Dear Sir:

Reference is made to your plans for highway project S-363 (2) South Fork of the John Day River.

Field inspections of this proposed project have been made by Mr. James B. Haas of our La Grande office and Mr. Robert C. Sayre of the Game Commission in company with your engineers.

A natural falls on the South Fork John Day River (about 20 miles upstream from the South Fork's confluence with the John Day River) makes the river presently inaccessible to anadromous fish. It is possible that the falls may be laddered in the future to develop the fisheries potential of the area above the falls. For this reason we are requesting culverts passable to fish at crossings of Morgan and Rosebud Creeks. Also, boulder placement and center channeling in sections of channel change.

The culverts of 48" x 60' pipe on Morgan Creek at station 55 and the 60" x 64' pipe on Morgan Creek at station 401 will be satisfactory if installed at no greater than 0.5 per cent gradient and with both upstream and downstream ends 6 inches below stream bed level.

Mr. Sayre of the Game Commission has recommended that large boulders be placed at intervals and a low flow channel be made:

from station 261 to 265+20
" " 267 to 305+27
" " 21 to 23+30
" " 24.40 to 26
" " 316 to 319

Explore Oregon... Centennial Exposition June 10-September 17... 1959

Mr. Sayre also requested some bank removal at station 191 to 193 to prevent erosion at this point.

It is understood that Mr. G. E. Rohde of your Department indicated willingness to comply with requests for placement of boulders of 1/4 to 1 yard diameter at 100 feet intervals in the channel and for low flow channels as specified.

The Fish Commission is in agreement with these requests.

Thank you for the opportunity to make suggestions concerning this project.

Sincerely,

ROBERT W. SCHONING
ASSISTANT STATE FISHERIES DIRECTOR

RECEIVED
NOV - 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 5284

RECEIVED SEP 23 1958 FOR FILING

Monthly Transaction No. 9-132	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S 363(2) [illegible] 5284	**FEDERAL-AID PROJECT AGREEMENT**	County **Grant**
		Project No. **S-363(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From South Fork John Day River to Antelope Creek. (South Fork, John Day River Section) on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-11-58	7.238
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 125,545.00	Federal funds $ 74,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **September 22, 1958**

USComm-DC 40257

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau fo Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the South Fork, John Day River Section, Project No. S-363(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

September 8, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Fork John Day River Section, Project No. S-363(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Paxson
Assistant State Highway Engineer

DBP:maj

FORM E-123-X 25M 5-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Fork John Day River Section, Project No. S-363(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-363(2)

SOUTH FORK JOHN DAY RIVER SECTION OF THE PAULINA-LOGDELL ROAD IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code 0010
Roadway (Sta. 56+02.43 to Sta. 435+20) (Contract No. 5264)

Clearing and Grubbing	All	Required (85%)		$ 11,050.00
Drainage Excavation, Unclassified	1,300	cu. yds.	$ 2.00	2,600.00
General Excavation, Unclassified	209,500	cu. yds.	0.34	71,230.00
Short Overhaul	227,100	yd. stas.	0.01	2,271.00
Long Overhaul	1,570	C-yd. stas.	0.40	628.00
Finishing Roadbed and Slopes	7.24	miles	700.00	5,068.00
Sprinkling	200	M-gals.	2.00	400.00
12-inch Corrugated Metal Pipe	480	lin. ft.	3.35	1,608.00
18-inch Corrugated Metal Pipe	2,210	lin. ft.	4.75	10,497.50
24-inch Corrugated Metal Pipe	460	lin. ft.	7.20	3,312.00
36-inch Corrugated Metal Pipe	90	lin. ft.	13.40	1,206.00
48-inch Corrugated Metal Pipe	84	lin. ft.	18.50	1,554.00
60-inch Corrugated Metal Pipe	70	lin. ft.	30.50	2,135.00
6-inch Perforated Metal Drain Pipe	70	lin. ft.	1.75	122.50
Special Backfill in Drains	5	cu. yds.	10.00	50.00
Salvaging Culvert Pipe	75	lin. ft.	3.00	225.00
				$113,957.00
Flagging (57½% of Contractor's Cost)	All	Required		175.00
		Subtotal		$114,132.00
		10% Engr. & Cont.		11,413.20
		Total		$125,545.20

Length of Roadway 7.238 Miles
Cost of Roadway per Mile $17,345.29

Federal Funds	$ 74,800.00
State Funds	23,100.00
County Funds.	27,645.20
	$125,545.20

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Fund for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Grant County with Highway Department.

RECEIVED
SEP 17 1958
FOR FILING

[illegible]
[illegible]
[illegible]

September 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1958, on Contract No. 5284, South Fork, John Day River Section, in Grant County, in connection with Federal Aid Project Nos. S-363(2), DS-363(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

RECEIVED
SEP 3 1958
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]
[illegible]
5284

Sept. 3, 1958

Earl L. McNutt Co.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5284, awarded Aug. 1, 1958, for grading on the South Fork, John Day River Section of the Paulina-Logdell Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM E-123-X 25M 8-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

August 21, 1958

NOTED
[illegible]

Central Electric Cooperative, Inc.
P. O. Drawer 561
Redmond, Oregon

Utility Adjustments
S. Fork, John Day River Section
Paulina-Logdell Road (FAS 453)

Attention Mr. Carl F. Degner, Jr.

Gentlemen:

Reference is made to your letter of August 18th regarding certain utility adjustments required on County Road F.A.S. No. 453, South Fork, John Day River Section.

By agreement between the State and the County, the State furnishes plans to the utility companies and the County makes all arrangements for the adjustment of utilities. We, therefore, refer you to the County officials of Grant County for the answers to your questions.

RECEIVED
AUG 21 1958
ENGINEER
COUNTY & C[illegible]IONS

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc Grant County Court
Canyon City, Oregon

C. G. Swenson

NOTED
C. G. SWENSON

Bettie advised this office by phone 8/28/58 that power company authorized to move poles, county to pay costs. CGS. 8/28/58

Will you please take proper steps to see that County expedites moving? LHY.

RECEIVED

5284

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-363(3)

SOUTH FORK JOHN DAY SECTION OF THE PAULINA-LOGDELL ROAD IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 0010
Roadway (Sta. 3+50 to Sta. 56+02.43)(Contract No. 5284)

Clearing and Grubbing	All Required (15%)		$1,950.00
Drainage Excavation, Unclassified	250 cu.yds.	$2.00	500.00
General Excavation, Unclassified	30,300 cu.yds.	0.34	10,302.00
Short Overhaul	45,900 yd.sta.	0.01	459.00
Long Overhaul	230 C-yd.sta.	0.40	92.00
Finishing Roadbed and Slopes	1.00 Miles	700.00	700.00
Sprinkling	30 M-Gals.	2.00	60.00
12-inch Corrugated Metal Pipe	100 lin.ft.	3.35	335.00
18-inch Corrugated Metal Pipe	440 lin.ft.	4.75	2,090.00
48-inch Corrugated Metal Pipe	66 lin.ft.	18.50	1,221.00
Salvaging Culvert Pipe	35 lin.ft.	3.00	105.00
			$17,814.00
Flagging (57½% of Contractor's Cost)	All Required		25.00
			$17,839.00
	10% Engr. & Cont.		1,783.90
			$19,622.90

Length of Roadway . . . . 1.000 Mile
Cost of Roadway Per Mile $19,622.90

Federal "DS" Funds	$ 14,600.00
Federal "LS" Funds	3,000.00
State Funds	1,011.45
County Funds	1,011.45
	$ 19,622.90

State Funds For Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Grant County with Highway Department.

RECEIVED
[illegible] 1958
FOR FILING
(2)
5214

Salem, Oregon
August 8, 1958

Finance - 214
Maint. - 5[illegible]3

FAS Project Agreements
Grant County

Mr. C. G. Swanson
Engineer County & City Relations Dept.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy each of two finance agreements with Grant County covering the South Fork John Day River Section of FAS 453 in Grant County. One set of agreements covers the regular FAS funds and one set covers DS funds.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Grant County.

Secretary

rm
Attach:6

FORM E-30 80M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

SUBJECT: FAS Project Agreements
Grant County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies each of finance agreements covering the South Fork John Day River Section of FAS 453 in Grant County. One set of agreements covers the regular FAS funds and one set covers DS funds.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four copies of this agreement, either fully executed or certified true copies, for transmittal to the B.P.R.

The Highway Commission approved the regular FAS project 5/16/57 and the DS project 6/19/58.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date July 29, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-16-57 Minute Page 33 & 6-19-58 Page 37
Secretary

RECEIVED
AUG 8 1958
FOR FILING

[illegible]
[illegible]
3PCl

August 8, 1958

County Court of Grant County
Court House
Canyon City, Oregon

Gentlemen:

We are enclosing for the records and files of Grant County one fully executed copy of a maintenance agreement and two executed copies of finance agreements between the State Highway Commission and Grant County covering the South Fork John Day River Section of FAS 453 in Grant County. One set of agreements covers the regular FAS funds and one set covers DS funds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

Form A-150—[illegible]

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Grant County
Canyon City

Attn: County Court

Invoice No. 56753

Date August 4, 1958

Your Req. No.

Billing Request No. cc 436

Credit Distribution: 512-1033-897

Advance Deposit	31,700.00
Partial transfer county's share total cost of South Fork John Day River Section, FAS 453, covered by agreement dated July 1958.	21,700.00
To be retained	$10,000.00

NOTED
C. G. SWENSON

State Printing 4396

August 1, 1958

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $31,700 in connection with the South Fork John Day River Section of FAS 453. Contract No. 5284 has been awarded to Earl McNutt and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Contract Mailed
8-8-58

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

July 30, 1958

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Earl McNutt of Eugene for constructing the South Fork John Day River Section of FAS 453. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$131,771.00
Flagging	200.00
12-1/2% engineering & contingencies	16,496.38
Estimated Total Cost......	$148,467.38
Advance Deposit	
5% of $21,000 (DS funds)	$ 1,050.00
20% of $121,000 (FAS funds)	24,200.00
All over $142,000	6,467.38
Total Deposit............	$ 31,717.38 or say $31,700

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Recd 8/1/58
512 - 1033
JFH:mm
Cont# 5284

Co. notified 8/1/58

Contract Mailed
8-8-58

RECEIVED
AUG 25 1958
FOR FILING

5284

August 1, 1958

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading on the South Fork, John Day River Section of the Paulina-Logdell Road in Grant County for the sum of $131,771 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5284.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired, otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

Earl L. McNutt Company
351½ E. Broadway
Eugene, Oregon

Gentlemen:

Contract for South Fork, John Day River Section of Paulina-Logdell Road, Grant County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

NOTED
Harold C. Ayers

July 11, 1958

NOTED
John F. Hagemann

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Gentlemen:

Enclosed are two copies each of two agreements covering finances and a set of plans and specifications in connection with the South Fork John Day River Section of FAS 453 upon which bids will be received on July 29.

These two agreements supersede the original finance agreement signed by you in May. All copies of the original agreement have been destroyed.

We have split this section into two projects, one of which is a DS project and one a regular FAS project. This will permit usage of the county's apportionment of DS (Crash) funds as part of the total cost. As a result there will be available $21,000.00 of DS funds of which the county's share will be 5%, and $121,000.00 of regular FAS funds of which the county's share will be 20%. The county will be required to pay all costs over $142,000.00. The presently estimated total cost is $182,000.00. Please treat this estimate as confidential.

If satisfactory please sign both copies of each agreement, have the County Clerk attest, with seal, and return both copies to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned to you for your records. Please mail the documents so as to arrive in this office not later than July 25.

Very truly yours,

W. C. Williams
State Highway Engineer
By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Enc.

NOTED
Harold C. Ayers

July 2, 1958

Hon. O. L. Dickens
Grant County Judge
Courthouse
Canyon City, Oregon

NOTED
John F. Hagemann

Dear Judge Dickens:

Enclosed is one revised option form in quadruplet covering right-of-way to be required on the South Fork John Day River Section.

We are forwarding under separate cover three prints of revised map number 8 B-8-16 covering this area.

Please advise this office when this option or deed has been executed. It is now planned to call for bids on this project on July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:be
Enc.

NOTED
C. G. SWENSON

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 1, 1958
Salem, Oregon

SUBJECT: Option
South Fork John Day River
Izee County Road

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 1 revised option form in quadruplet covering right of way to be acquired in connection with South Fork John Day River Section of the Izee County Road in Grant County.

No Statements of Information were furnished.

We are forwarding, under separate cover, 3 prints of map number 8B-8-16 covering this area and bearing our date of June 25, 1958.

27792 E. P. Smith

0.4	acre	p-1
3.1	"	p-2
28.5	"	p-3
8.75	"	p-4
0.38	"	p-5
0.41	"	p-6
0.14	"	p-7
0.24	"	p-8
0.14	"	p-9
0.85	"	p-10
0.18	"	p-11

RECEIVED
JUL 2 1958
ENGINEER
COUNTY-CITY RELATIONS

Earl F. Saling

EARL F. SALING
Right of Way Office Manger

AC
blr
enc. 1 rev. option

NOTED
V. F. [illegible]

NOTED
Harold C. Ayers

June 11, 1958

Hon. O. L. Dickens
Grant County Judge
Courthouse
Canyon City, Oregon

NOTED
John F. Hagemann

Dear Judge Dickens:

Attached is a copy of a letter from the Bureau of Land Management to the Highway Department and a copy of a letter to this office from the Right-of-way Division, both concerning right-of-way through public lands on the South Fork John Day River Section of FAS 453.

In order to expedite the Land Office decision it would be appreciated if you would contact Mr. Delano, the district manager in Burns, regarding these field reports.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM E-30 25M 9-51 52815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Right of Way Office
June 10, 1958

SUBJECT: File No. 27814
Suplee-Izee Section
Izee County Road

To:

City-County Relations Dept.
OFFICE

On April 21, 1958, the Right of Way Department applied to the Bureau of Land Management for right of way for the Izee County Road. Attached is a photocopy of a letter from the manager of the Land Office, in which he states that the land applied for is public domain, and "Further appropriate action will be taken on the application upon receipt of the necessary field reports."

We understand that, at the same time this letter was written, the request for a field report was sent to the BLM district office. Therefore, if the County of Grant is eager to receive this right-of-way permit, we believe that the best procedure would be for the County to contact the district office at Burns. If Howard Delano, the district manager, would expedite his report to Portland, we trust that the Land Office Decision would be rendered shortly after receipt of the field report.

In other words, it took one month for this application to clear through the Portland Land Office. Now the field work is to be done. We have found that a personal contact with the district manager does encourage the return of field reports to the Portland Office.

Of course, if you feel there is no particular hurry for the issuance of this right-of-way permit, you can let the matter rest as is. However, we plan to make it more or less "regular procedure" to advise our field representatives when the BLM applications have reached this status. In the case of applications made on behalf of counties, we will advise your office at the time field reports are requested.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

WO:ls
Attach: Photocopy of
letter (2)

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 11 1958
ENGINEER
COUNTY & CITY RELATIONS

LAND OFFICE OPEN WEEK DAYS ONLY. APPLICATIONS MAY BE FILED AND RECORDS INSPECTED 10:00 AM TO 3:00 PM. GENERAL INFORMATION OBTAINABLE 8:00 AM TO 4:30 PM

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

IN REPLY REFER TO:
PLO:L
Oregon 06211
R/W

MAY 22 1958

Oregon State Highway Department
Salem
Oregon

Dear Sirs:

Your application for a right-of-way for the widening and relocating of the Suplee to Izee Section of the Izee County Road, Oregon Federal Aid Route FAS-453, Project S-363 (2) was received April 23, 1958, assigned serial number 06211 and noted on the records of this office. The application was filed under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. Sec. 18), and embraced the following described land:

T. 17 S., R. 27 E., W.M., Oregon
Sec. [illegible] NW¼NE¼, SE¼NE¼
Sec. 10: SW¼SE¼
Sec. 15: NE¼SE¼
Sec. 23: NW¼NE¼, SE¼NE¼
Sec. 24: NW¼SE¼

The land applied for is unpatented public domain. A certificate of necessity has been received from the Bureau of Public Roads. Further appropriate action will be taken on the application upon receipt of the necessary field reports.

One certified copy of the map which accompanied your application is returned herewith, indicating the right-of-way affects public land.

Sincerely yours,

Encl: One print copy of map

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
6/3/58

NOTED
W R JONES

NOTED
John F. Hagemann

FAS 453, Grant County (DS Funds)

TERMINI: From approximately 12 miles east of the Grant-Crook County line easterly to approximately 0.1 mile east of Morgan Creek (West Unit, South Fork John Day River Section).

PROPOSED WORK: Grade and drain only.

PROJECT LENGTH: 1.1 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$21,000	$15,600	$1,000	$1,000 (Co.)	$3,400 (L)

EXISTING FACILITY
ROADWAY: light gravel wearing surface 16' in width with 20' to 22' roadway. Poor grade and alignment.
STRUCTURES: None.

ADJACENT SECTIONS
WEST END: Under construction by county to a 34' wide roadbed with eventual 28' wide crushed rock wearing surface.
EAST END: To be reconstructed under Oregon Proj. S-363(2) to 34' roadbed with eventual 28' wide crushed rock wearing surface.

PROJECT DATA: Grade and drain on an improved grade and alignment to a roadbed width of 34'. County plans to place temporary wearing surface of shale to carry traffic until rock source can be located and developed. Ultimate wearing surface will be 20' bituminous surface with 4' shoulders.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

NOTED
JOHN D. GRAHAM

UNUSUAL OR COMPLICATED SITUATIONS: To date the county has been unable to locate any satisfactory rock for base and wearing surface in this area. As a result selected shale material will be placed on the roadbed as a temporary surface. This material has demonstrated that it will carry traffic for 3 to 4 years before disintegrating. Meanwhile the county is continuing its search for a rock source within economical haul distance. If none is found material will be hauled from the nearest available source.

Route data submitted under Ore. Proj. S-363(2).

NOTE: Ore. Proj. S-363(2) will be shortened by the 1.1 miles described above.

JFH:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

GRANT COUNTY
CANYON CITY, OREGON

May 14, 1958

Oregon State Highway Commission
c/o C. G. Swenson, Engineer
County & City Relations
Salem, Oregon

NOTED
John F. Hagemann

Dear Sir:

Verifying our conversation of May 14, 1958 relative to rights-of-way on F. A. S. #453, South Fork John Day River Project on the Izee Road.

These rights-of-way are all cleared and we are now prepared to go ahead with this project.

Very truly yours,

O. L. Dickens
County Judge

NOTED
JOHN D. GRAHAM

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 15 1958

NOTED
C. G. SWENSON

NOTED
V R JONES

NOTED
Harold C. Ayers

Salem, Oregon
May 7, 1958

S. Fork John Day River Bridge
FAS 453, Grant County

Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

NOTED
John F. Hagemann

It is requested that the subject named county FAS project programmed under Oregon Project S-363(2) be revised so as to include DS funds available to Grant County.

The costs would be revised as follows:

COSTS-CONSTRUCTION	S-Funds	DS-Funds	Total
Federal	$ 72,600	$15,850	$ 88,450
State	24,200	2,575	26,775
County.	24,200	30,575	54,775
TOTAL	$121,000	$49,000	$170,000

Of the matching funds for the DS project $5,150 ($2,575 State and $2,575 County) would be eligible for the loan or advance of 2/3 federal funds. All other data would remain as originally programmed.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

	Federal				
Total	S	DS	"L"	State	Co
21,000	—	15,600	3,500	950	950
121,000	72,600	—	—	24200	24,200
28,000	—	—	—	—	28,000
170,000	72,600	15,600	3,500	25,150	53,150

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 22, 1958

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
V. R

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two prints of an application map for right-of-way on the South Fork John Day River project on the Izee Road, FAS 453, through unpatented public domain lands.

These maps are for your information only - the State has made the application in behalf of Grant County. A copy of the application letter is also enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

80M 1-56

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 21, 1958

Land Office
Bureau of Land Management
U. S. Dept. of the Interior
809 N. E. Sixth Avenue
Portland 12, Oregon

File 27814 - Right of Way
Suplee-Izee Section
Izee County Road

Attention: Virgil O. Seiser, Manager

Gentlemen:

Enclosed are two identical tracings and four copies thereof, showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in:

T. 17 S., R. 27 E., W. M., Grant County
Sec. 9, NW¼NE¼, SE¼NE¼;
10, SW¼SE¼;
15, NE¼SE¼;
23, NW¼NE¼, SE¼NE¼;
24, NW¼SE¼;

for the widening and relocating of the Suplee to Izee Section of the Izee County Road, Oregon Federal Aid Route FAS-453, Project S-363 (2). There are also enclosed three copies of a stipulation regarding non-discrimination.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18). In accordance with the regulations under Title 43, the State of Oregon is making this application on behalf of the County of Grant.

There is no merchantable timber on the above-described land.

When you have determined that the above-described land is unpatented public domain, will you please sign the certificate on the map and return one approved print to this office? We will expect your decision when the necessary field reports have been received in your office.

EFS:wo

Yours very truly,

G. E. Rohde /s/

G. E. ROHDE
Assistant Counsel

Enc. 2 cc letter, 2 tracings,
4 prints, 3 copies stip.
cc: Bureau of Public Roads (2)
2 prints, 2 copies stip.
cc: City-County Relations Eng. (2) ✓
2 prints
cc: A. F. Parson with 2 prints

F

FORM E-123X 37½M

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
APR 11 1958
FOR FILING
S-363(2)
SS-363(3)
5214

April 14, 1958

Hon. O. L. Dickens
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge Dickens:

In view of your advice that you are unable to negotiate required right-of-way for the South Fork John Day River Section of FAS 453 as presently designed, we have withdrawn this project from the bid letting of April 17.

Engineering representatives of our division office with headquarters at La Grande will contact you in the near future to work out required revisions in the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Forrest Cooper
G. S. Paxson
Tom Edwards

NOTED
FORREST COOPER

RECEIVED
APR 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

4-8-58

RESOLUTION

OREGON PROJECT S-363(2) PS-363(3)
FAS 453

WHEREAS, a county road in Grant County, State of Oregon, known as the Paulina-Logdell County Road, is routed through the County of Grant, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Grant County, the section adopted for improvement being more particularly described as follows; to wit:

> From approximately 12 miles east of the Crook-Grant County Line easterly to a county road junction near Antelope Creek, a distance of 8.237 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Grant will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Grant County, Oregon, that no encroachments will be permitted on the county road known as the Paulina-Logdell County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Grant County, Oregon, this 8th day of April, 1958.

By:

County Judge O. L. Dickens

County Commissioner

County Commissioner

ATTEST:
John Livers
County Clerk
By Elma Campbell, Deputy

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 4, 1958

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the South Fork John Day River Section of FAS 453 upon which bids will be received April 17 in the State Highway Building in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $167,400; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 16.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

April 1, 1958

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

Enclosed are four copies each of seven option forms covering right of way as required in connection with the S. Fork John Day River Section of F. A. S. 453. Four prints of the maps showing property covered by the options are being forwarded under separate cover.

Please advise this office when these options or deeds have been executed.

It is planned to accept bids on this project on April 17, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engr., Co. and City Relations

Encl:

NOTED
C. G. SWENSON

FORM 230—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 1, 1958
Salem, Oregon

SUBJECT: Options
South Fork John Day
Izee County Road

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 7 option forms in quadruplet covering right of way to be acquired in connection with South Fork John Day River Section of the Izee County Road, in Grant County. This contract is scheduled for letting April 17, 1958.

We are forwarding, under separate cover 5 prints each of map number 8B-8-15 and 16 covering this area and bearing our date of March 25, 1958.

27788	Bonham H. Keerins	2.62	acres	p-1
		16.5	"	p-2
		0.34	"	p-3
		0.29	"	p-4
		0.67	"	p-5
		0.57	"	p-6
		0.58	"	p-7
27789	W. P. Davis	8.45	"	
27790	C. A. & Lillie E. Phillips	3.54	"	p-1
		0.61	"	p-2
		0.01	"	p-3
		0.25	"	p-4
27791	Charles R. Jackson	0.9	"	p-1
		3.62	"	p-2
		0.56	"	p-3
		0.63	"	p-4
		0.63	"	p-5
27792	E. P. Smith	0.4	"	p-1
		3.1	"	p-2
		28.5	"	p-3
		8.75	"	p-4
		0.38	"	p-5
		0.41	"	p-6
		0.14	"	p-7
		0.24	"	p-8
		0.14	"	p-9
		0.85	"	p-10
		0.18	"	p-11

27793	Emil Hyde, et ux	0.35	acres	p-1
		0.01	"	p-2
27794	?	3.0	"	p-1
		0.05	"	p-2

Earl F Saling
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 7 options

cc: R. L. Porter

FORM E-30X—67,500—8-57—6884

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
March 7, 1958

SUBJECT: South Fork John Day River
FAS 453
Grant County
Base Design Recommendation

To: Mr. Tom Edwards
Construction Engineer
OFFICE

This is a grading project only. The county is to provide the surfacing at a later date. The typical section on the profile shows a subgrade width of 34 feet.

The typical soil for the project is a "loam" with the following characteristics: 26 LL, 4 PI, 55% P. 200, 33% silt, 11 "R" value, and requiring 14.0" total base course plus wearing surface for medium traffic. Mr. Bickmore reported ten to thirty log trucks per day and 30 inches of frost penetration. Our recommended base design is for 15.0" total base and wear for frost penetration.

It is anticipated that the cuts will be a granular or rocky material which, if distributed in the upper portion of the subgrade, would reduce the crushed base to a minimum of 8 inches.

If a Final Surfacing Design is required, the finished subgrade will be re-sampled.

G. L. Decker
Staff Assistant

CG/lg

cc: Frank Hall
County - City Relations

RECEIVED
MAR 1[illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. [illegible]

NOTED
C. G. SW[illegible]

NOTED
[illegible]

NOTED

MEMO TO J. W. NASH

2/21/58

FAS 453, GRANT COUNTY

TERMINI: Approximately 12 miles east of the Grant-Crook County line, easterly along the north bank of the S. Fork John Day River to a county road junction near Antelope Creek (S Fork John Day River Section).

PROPOSED WORK: Grade and drain only.

PROJECT LENGTH: 8.24 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$180,000	$72,600	$24,200	$83,200 (County)

NOTE: Federal funds limited by county's apportionment.

EXISTING FACILITY:
ROADWAY: light gravel wearing surface 16' in width on 20' to 22' roadway. Poor grade and alignment.
STRUCTURES: None.

ADJACENT SECTION
WEST END: Under construction by county to a 34' wide roadbed with eventual 28' wide crushed rock surface.
EAST END: 34' wide temporary wearing surface of shale on roadbed constructed by county in 1956 to excellent grade and alignment.

PROJECT DATA: Grade and drain on an improved grade and alignment to a roadbed width of 34'. County plans to place temporary wearing surface of shale to carry traffic until rock source can be located and developed. Ultimate wearing surface will be 20' bituminous surface with 4' shoulders.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARD: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATIONS: To date the county has been unable to locate any satisfactory rock for base and surface in this area. As a result selected shale material has been and will be placed on the roadbed as a temporary surface. This material will carry traffic from 3 to 4 years before disintegrating. Meanwhile the county is continuing to search for a rock source within an economic hauling distance. If none is found material will be hauled in from the nearest available source.

FAS 453, together with FAS 402 & 403, serves as a connecting route between FAS 447 south of Canyon City and FAP Route 5 at Prineville. The communities of Izee and Paulina are also served by this combination of FAS routes. This over-all routing serves as an outlet for the cattle enterprises in the Izee Valley and for timber products from the Malheur National Forest. The section being improved is a school bus and mail route.

JFH:mm

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 24 1958
FOR FILING

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
February 21, 1958

S. Fork John Day River Section
FAS 453, Grant County

Mr. Tom Edwards
OFFICE

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is a total of $121,000 of FAS funds available for this project and the county has agreed to pay 100% of all costs in excess of this amount.

Insofar as this office is concerned bids could be accepted at the April Highway Commission meeting.

The County has requested that preparation of transmission to the county of right-of-way descriptions be accomplished as soon as possible.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 20, 1957

NOTED
John F. Hagemann

Grant County Court
Courthouse
Canyon City, Oregon

Gentlemen:

On May 16th the Highway Commission approved the project on FAS 453 as described in the attached tabulation which is believed to conform with the County's request.

Survey work for this project will be performed under the supervision of our division office in La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 57-d

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

GRANT COUNTY
PROPOSED PROJECT

FAS 453 - South Fork John Day River Section, approximately 8.5 miles, $122,000. This section extends from a point near the South Fork John Day River crossing approximately 1 mile northwest of Morgan Creek, easterly along the north bank of the South Fork John Day River to the junction of FAS 453 with a county road to Burns.

The proposed project is to grade and drain only to a subgrade width of 34'. As there is a shortage of good rock in this area particular care should be taken in placing selected material (shale from cuts) on the top course. The county, at county expense, will place additional native rock as required to make an all-weather road which will be used until such time as traffic warrants oiling or paving. The county has constructed a 10.5-mile section of road in the same manner east of and adjacent to the proposed FAS project and is constructing an 8-mile section westerly to the Crook County line.

The $122,000 programmed represents the presently estimated total funds available to Grant County in this biennium. If the project cost exceeds available funds the county has indicated it will furnish additional funds.

(57-d)
4/18/57

1956

FAS 453 County Grant Contract No. ________

Section ________________________________

Location ________________________________

6-5-56

6

FA

Se

Lo

56-C-60

56-C-61

453 612

⑥

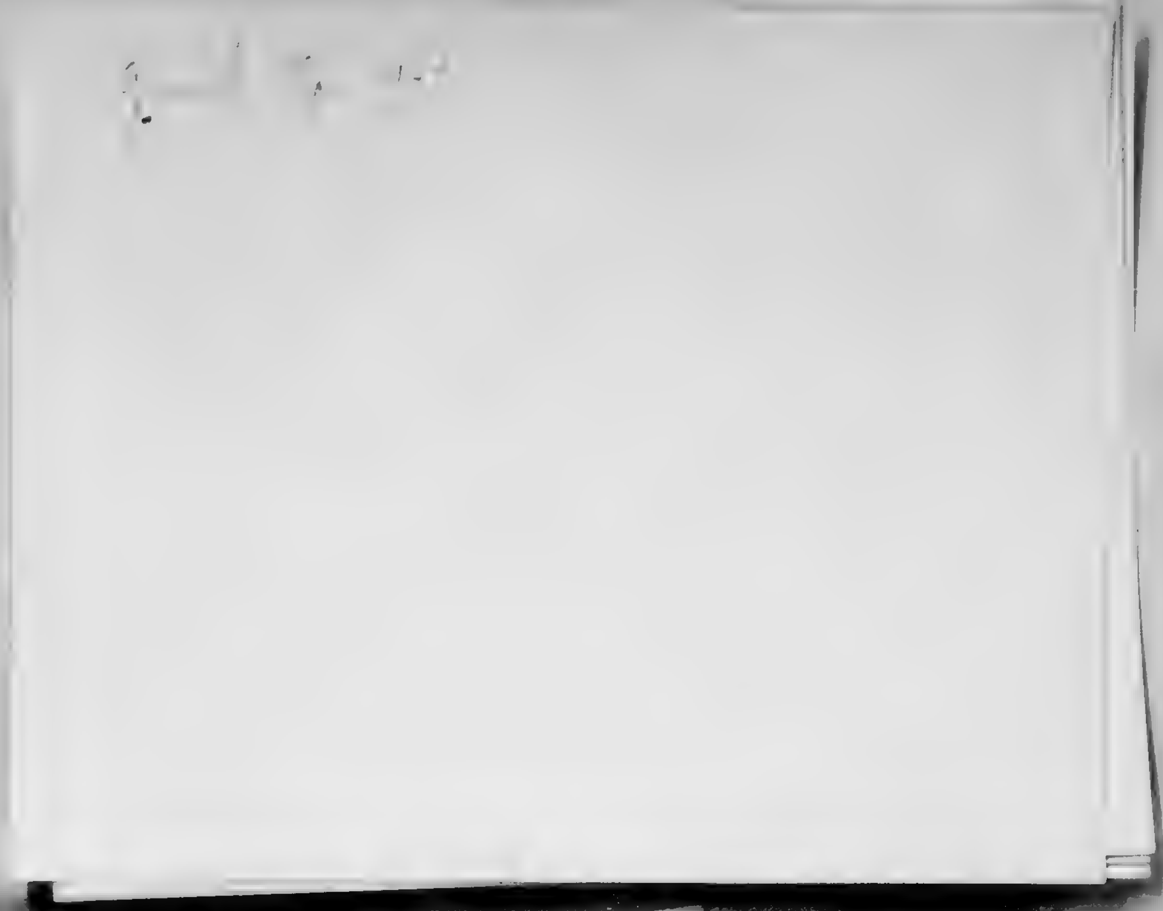
1956

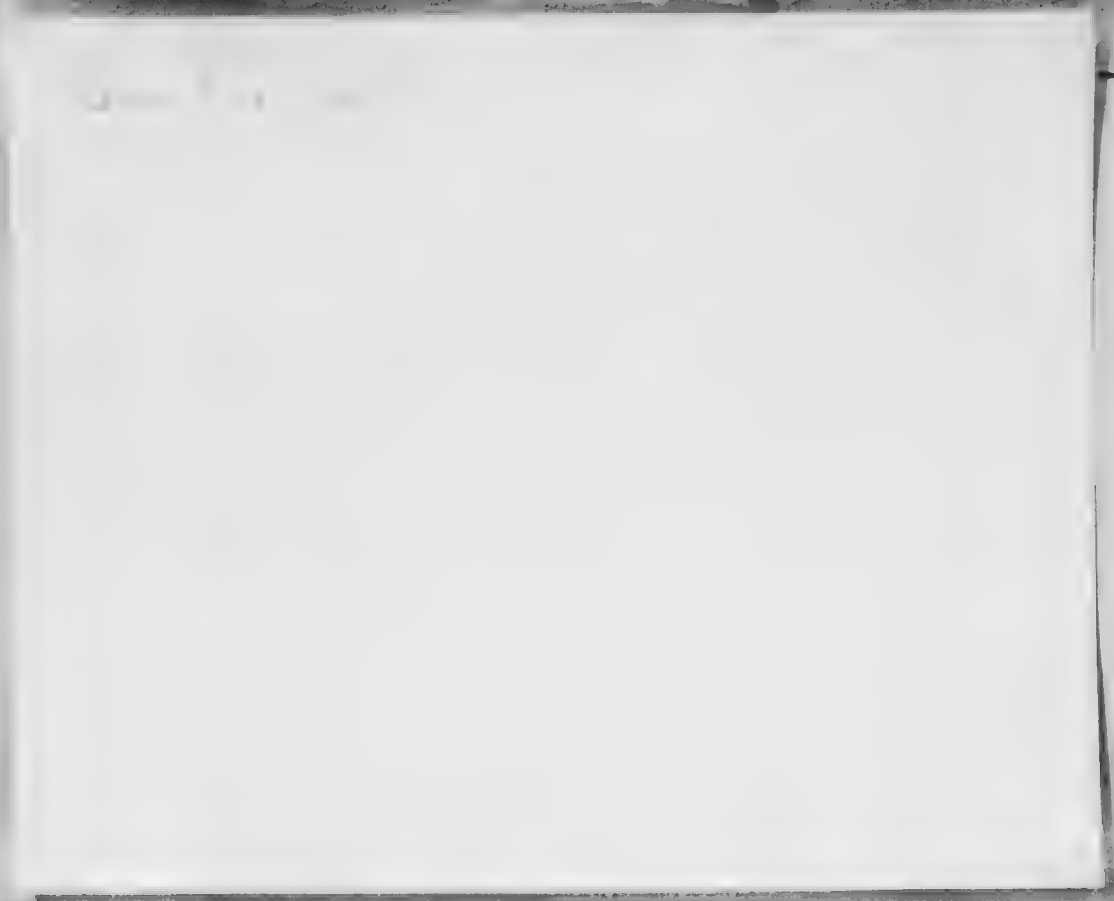
FAS 453 **County** Grant **Contract No.**

Section

Location

6-5-56





1955

FAS [illegible] County [illegible] Contract No.

Section

Location

6-28-55

55-C-230

55-C-231

1955

FAS 453 County Grant Contract No.

Section

Location [illegible]

[illegible]

6·28·55

55-C-230

55-C-231

DS-391(1) Greenwood Br. over 1958
Rickreall Cr.
#5285

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
C. G SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/14/61	oc 627		527-1049-297

Contract 5285
22-391(1)

Polk County
Dallas, Oregon

Attn: Mr. Lockwood Franklin, Co. Engr.

INVOICE NUMBER
69993

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Rickreall Creek (Greenwood) Bridge, FAS 747. Covered by agreement dated 7/22/58.			
Advance Deposit			$8,000.00
Less County share costs as per attached statement			4,431.19
To be retained			$3,568.81

ACKNOWLEDGMENT OF BILLING REQUEST

A 150 (REVISED 7-60)

FORM E-123-X 90M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1961

Mr. Lockwood Franklin
Polk County Engineer
County Shops
Dallas, Oregon

Dear Mr. Franklin:

This is to advise you that the construction of the Salt Creek Culvert on FAS 746 and the Spring Valley Culvert on FAS 743 in Polk County has been awarded to Braun Brothers under Contract No. 5923.

Final costs are now available on the following projects:

File

FAS	Contract	Section
747	5285	Rickreall Creek (Greenwood) Bridge. (Final costs on this project were sent to the County 9/30/59.)
744	5522	Bethel Section.
193	5521	Buena Vista-Luckiamute Section.
560	5752	Luckiamute River Bridge.
744	5288	Bethel-Zena Section.

Refunds on the above projects total $9,752.99 of which amount $3,500 will be applied on the advance deposit for the Salt Creek and Spring Valley Creek Culverts. The balance, $6,252.99, will be refunded by our accounting division in the next few days.

Enclosed are a copy of Contract No. 5923 for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

V. R. Jones

V. R. Jones
Field Engineer

VRJ:mm
Encl.

NOTED

NOTED
V. R. JON

September 30, 1959

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Rickreall Creek (Greenwood) Bridge on FAS 747. As shown in the attached cost statement, a refund of $3,568.81 is due the county.

If the Court wishes, we will retain this refund and apply it against the next FAS project to come up for bid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

COMPLETED 12/4/58

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Polk Contract No: 5285 Date 9/30/59

FAS 747 Section Rickreall Creek (Greenwood) Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$39,926.00
Construction engineering				1,555.19
TOTAL CONSTRUCTION COSTS				$41,481.19
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$29,000.00		
"L" Funds		6,100.00		$35,100.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all over $39,000 = $2,481.19

50% of difference between
$39,000 and federal funds collected
($39,000 - $35,100) X 1/2 = $1,950.00
Total County Share = $4,431.19

County advance deposit	$8,000.00
Less County share	4,431.19
REFUND DUE COUNTY	$3,568.81

JFH:mm

Item	Unit	Unit Prices	Total Quan.	Total Amount
1. Remove old bridge	all	3000.00	all	3,000.00
2. Furn. treated timber piling	l.f.	1.30	2,600	3,380.00
3. Drive timber piles	each	38.00	52	1,976.00
4. Class "A" concrete	cu/y.	58.00	324	18,792.00
5. Metal reinforcement	lb.	.13	76,500	9,945.00
6. Treated timber in place	M/FBM	350.00	8	2,800.00
7. 8" metal drain pipe	l.f.	1.00	11	11.00
			Total	39,926.00

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 30, 1959

DS-391 (1) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5285 (VOUCHER NO.)	4 Final (WARRANT NO.)	Orlando C. Bennard (AMOUNT) (DATE)
2046	H235028	$ 5,008.23 1-30-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from Aug. 14, 1958

Time Extensions: None

Completion Date: Dec. 4, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~[illegible]~~
Secretary

Warrant Mailed: FEB -2 1959

NOTED ON CARD

A

RECEIVED
JAN 21 1959
FOR FILING
[illegible]

5285

Jan. 20, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5285, for Greenwood Bridge over Rickreall Creek on County Road (FAS 747) in Polk County was completed by the contractor, Orlando C. Bonnard, on Dec. 4, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $5,008.23 will be released to the contractor on or after Jan. 30, 1959. The total contract amount is $39,926.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

FORM E-125

RECEIVED
AUG 20 1958
FOR FILING

5285

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Orlando G. Bernard
222 N. E. Holland St.
Portland 11, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5285, awarded Aug. 4, 1958,
for Greenwood Bridge Over Rickreall Creek
on County Road (FAS 747) in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-391(1)

44-01, 02

5285

RICKREALL CREEK BRIDGE ON THE GREENWOOD ROAD IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Rickreall Creek Bridge (Sta. 17+40 to Sta. 19+22)(Contract No. 5285)

Furnish Treated Timber Piling	2,600	lin. ft.	$ 1.30	$ 3,380.00
Drive Treated Timber Piles	52	only	38.00	1,976.00
Class "A" Concrete	324	cu. yds.	58.00	18,792.00
Metal Reinforcement	76,500	lbs.	0.13	9,945.00
Treated Lumber	8.0	M-fbm	350.00	2,800.00
Removal of Old Bridge	All	Required		3,000.00
8-inch Metal Drain Pipe	50	lin. ft.	3.00	150.00
		Subtotal		40,043.00
		10% Engr. & Cont.		4,004.30
		Total		$44,047.30

Length of Structure 0.034 Mile

Federal "DS" Funds	$29,000.00
Federal "LS" Funds	6,100.00
State Funds	1,950.00
County Funds	6,997.30
	$44,047.30

State Funds for Const.: Chap 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap 529, laws 1939.

Note: Necessary funds have been deposited by Polk County with the Highway Department.

RECEIVED
FOR FILING

A

Salem, Oregon
August 11, 1958

Finance - 223
Maint. - 372

FAS Project Agreements
Polk County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Polk County covering the Rickreall Creek Bridge on FAS 747 in Polk County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Polk County.

Secretary

rn
Attach:

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Polk County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Rickreall Creek Bridge on FAS 747 in Polk County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 5-8-58.

John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Minute Page 37
Secretary

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Polk County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Rickreall Creek Bridge on FAS 747 in Polk County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 5-8-58.

John D. Graham
Office Engineer, County & City Relations

JDG:ajs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Minute Page 37
Secretary

NOTED
Harold C. Ayers

August 5, 1958

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $8,000 in connection with the Greenwood Bridge on FAS 747. Contract No. 5285 has been awarded to Orlando C. Bennard, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

Contract Sent
8-14-58

C. M. BARNHART
COUNTY JUDGE
PHONE MA 3-2206

G. V. REMPEL
W. FRANK CRAWFORD
COMMISSIONERS

OFFICE OF
COUNTY COURT OF POLK COUNTY
DALLAS, OREGON

July 31, 1958

NOTED

State Highway Department
Attention John F. Hagemann ✓
Salem, Oregon

Gentlemen:

Inclosed find check for $8000.00 to cover Polk County's share of F.A.S. project 747, known as Greenwood Bridge on Rickreall Creek. All the necessary right of way has been obtained and the contractor is free to start at any time.

Yours truly,
C M Barnhart
C. M. Barnhart, County Judge

RECEIVED
AUG [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 1958
ENGINEER
COUNTY [illegible]TIONS

5285

July 30, 1958

NOTED
Harold C. Ayers

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Orlando C. Bennard of Portland for constructing the Greenwood Bridge on FAS 747. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract.

Bid Items	$40,043.00
12-1/2% eng. & contingencies	5,005.38
Estimated Total Cost....	$45,048.38

Advance Deposit		
5% of $39,000	$ 1,950.00	
100% of balance	6,048.00	
Total....................	$ 7,998.00	or say $8,000

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

527-1049

JFH:[redacted]

Check received Aug. 4
Cont. No 5285
Co Notified Aug. 5

Contract Sent
8-14-58

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

[illegible]

August 4, 1958

Mr. Orlando C. Bennard
222 N.E. Holland Street
Portland 11, Oregon

Dear Mr. Bennard:

The State Highway Commission on July 31, 1958 accepted your proposal for the Greenwood Bridge over Rickreall Creek on Greenwood County Road in Polk County for the sum of $40,043 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5285.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 4, 1958

Mr. Orlando C. Bennard
222 N.E. Holland Street
Portland 11, Oregon

Dear Mr. Bennard:

Contract for Greenwood Bridge over Rickreall Creek on Greenwood County Road, Polk County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

NOTED
Harold C. Ayers

July 18, 1958

NOTED
John F. Hagemann

Polk County Court
Courthouse
Dallas, Oregon

NOTED
V. R JONES

NOTED
JOHN D. GRAHAM

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Rickreall Creek Bridge on FAS 747 upon which bids will be received July 29 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $60,000); however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
6/1/58

FAS 747, Polk County

TERMINI: Bridge over Rickreall Creek located immediately south of the junction of FAS 747 with FAP Route 47 (Rickreall Creek (Greenwood) Bridge)..

PROPOSED WORK: Construct one concrete bridge 170' long.

PROJECT LENGTH: 0.032 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$39,000	$29,000	$1,900	$1,900 (Co.)	$6,200 (L)

EXISTING FACILITY: Untreated timber truss and approach spans 164' long, H.C. 19'-5", H-3 rating.

ADJACENT SECTIONS: 18' wide bituminous wearing surface with 6' shoulders.

PROJECT DATA: Construct a R.C.D.G. bridge 170' long, H.C. 24', on same location as existing bridge. Polk County will construct required road approaches to acceptable state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

NOTED
John F. Hagemann

ACCESS CONTROL: None

RR XING: None.

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATION: None

PUBLIC HEARING: None required.

FAS 747 serves a diversified farming area and is a mail and school bus route.

NOTED
C. C. [illegible]

JFH:mm

NOTED
V. R. JONES

May 27, 1958

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. Bids will be received as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:[redacted]
Att.

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
POLK COUNTY

FAS 747 - Rickreall Creek Bridge, $39,000.

This bridge is located immediately south of the Willamina-Salem State Highway near Greenwood School. It carries Highway Department Bridge Inventory No. 10350.

The proposed project is to replace the existing 164' long timber bridge with a new structure having a roadway width of 24'. The project will be for the structure only including removal of the existing bridge. Polk County will perform road approach work as required.

Polk County is preparing a vicinity map which will be forwarded to Salem as soon as completed.

DS/FAS-1(58)
5/1/58

221-1051 Catherine St.-Yaquina 1958
River Sec. at Toledo
#5286

C&H
2012

RECEIVED
JAN 5 - 1959
FOR FILING

[illegible]

(CONTRACT NO.) 5286

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 30, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5286	4 Final	Ross Motors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30262	H232169	$ 830.20	12-30-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapineske
ACCOUNTING DIVISION

Specified completion date: 50 workdays from Aug. 14, 1958

Time Extensions: None

Completion Date: Oct. 15, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 30, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

DEC 30 1958

NOTED ON CARD

A

RECEIVED
DEC 19 1958
FOR FILING

21-1051

5286

Dec. 18, 1958

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5286, for grading, stone surfacing on the Catherine Street-Yaquina River Section of the Butler Bridge County Road in Lincoln County was completed by the contractor, Ross Motors, on Oct. 15, 1958, and was accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $830.20 will be released to the contractor on or after December 29, 1958. The total contract amount is $27,673.23, of which amount $297.41 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
[illegible] - 1958
FOR FILING
221-1951

5286

Nov. 6, 1958

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Ross Motors in connection with Contract No. 5286, for grading and stone surfacing on the Catherine St.-Yaquina River Section of Butler Bridge County Road in Lincoln County.

This payment, in the amount of $3,419.35, will be released to the contractor on or after November 17, 1958. The retained percentage is $830.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

om

NOTED ON CARD

Form E-1—10M

221-1051

A

221-1051

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 18 October 1958

Section Catherine St.-Yaquina River Butler Bridge

Highway County Road County Lincoln

Contractor Ross Motors

Date of contract 4 August 1958

Date work started 14 August 1958

Project authorization $ 34,405.40

Exclusive of engineering $ 30,582.58

Kind of work Grading & Stone Surfacing

Section prefix 221-1051

Contract number 5286

Specified work days 50

Work days used 44

Per cent of time elapsed 88.0 %

Estimated cost of completed project, exclusive of engineering $ 27,625.83

Estimated per cent oXXXXXX underrun 9.7 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,446.60

Engineering cost to date $ 1,162.92, 47.5 %

Date project was completed 15 October, 1958 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked 3 days this week, completing project on Wednesday, 15 October.

Final estimate will be sent in as soon as all bills are received from contractor.

Visitors to project Wednesday were Messr's. Walker, Wimer and members of Lincoln County Court.

CONSTRUCTION DIVISION
RECEIVED
OCT 20 1958
NOTED-- CE ACE ACE COE

FINAL REPORT ON THIS PROJECT.

RECEIVED
OCT 20 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted
W. N. Juve

Signed

Address P. O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.61	0.61			
Miles partially completed					
Miles completed	0.61	0.61			
Total estimated quantities (contract)	6,850	2,500			
Total quantities corrected to date	6,266.7	2,467			
Estimated quantities moved or placed to date	6,266.7	2,467			
Average daily quantities	200	300			
Average daily quantities necessary to complete project on time					
Number shifts per day	1	1			
Hours per shift	8	8			
Average force on project for week	9	9			

Men	8
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	5
Men and tractors	1

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy-Fair		
Tuesday	Cloudy		
Wednesday	Cloudy-Fair		
Thursday	Cloudy		
Friday	Cloudy-Showers		
Saturday			

FORM 2-130 5M 4-50

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
AUG [illegible] 1958
FOR FILING
5382

A

Aug. 20, 1958

Ross Motors
North Coast Hwy.
Newport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5286, awarded Aug. 4, 1958, for grading and stone surfacing on the Catharine St.-Yaquina River Section of the Butler Bridge County Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 15 1958
FOR FILING

August 15, 1958

CERTIFIED MAIL

Ross Motors
P. O. Box 156
Newport, Oregon

Gentlemen:

Attached is your Bank Money Order No. 81311 in the amount of $1,489.13, submitted as a proposal guaranty with your low bid for the Catherine St.-Yaquina River Section project in Lincoln County, on which bids were received July 29, 1958, our Contract No. 5286. As the contract has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr
fp

RECEIVED
SEP 22 1958
FOR FILING

221-1051

5286

#5286

A

MISC. CONTRACTS and
AGREEMENTS No. 8012

Salem, Oregon
August 6, 1958

Agenda Item 5-r
Special Agreement
Catherine Street-Yaquina River Section
Butler Bridge County Road
Lincoln County

Mr. C. G. Swenson
Engineer County & City Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Lincoln County covering the Catherine Street-Yaquina River Section, Butler Bridge County Road in Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH
Attach: 1

REFERRED TO
BY SECRETARY

FORM E-20 20M 6-57—0563

Agenda
7/31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

AGENDA
JUL 31 1958
5-12

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Special Agreement
5 12
Catherine Street-Yaquina River Section
Butler Bridge County Road
Lincoln County

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

1 extra copy in suspense

(A)
sign 2 copies & OK

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 19, 1958

~~AUTH~~ [illegible]
~~DAT~~ [illegible]
Secretary

NOTED
H. B. GLAISYER

(M)

RECEIVED
[illegible] 1958
FOR FILING
[illegible]
[illegible]

August 6, 1958

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County a fully executed copy of an agreement between the State Highway Commission and Lincoln County covering the reconstruction of the Butler Bridge County Road on the Catherine Street-Yaquina River Section in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

517

August 4, 1958

Ross Motors
P. O. Box 156
Newport, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your proposal for grading and surfacing Butler Bridge County Road in Lincoln County for the sum of $29,782.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5266.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 4, 1958

Ross Motors
Newport,
Oregon

Contract for grading and surfacing Catherine Street-Yaquina River Section of Butler Bridge County Road in Lincoln County for which you submitted low bid on July 29, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

S-21(6) Vale Unit, Vale-Grand Ave. 1958
DS-397(1) Sec. & W. Unit, Foothills Dr.
S-397(2) #5287 Sec.

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER 63369

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

Contract 5287
E-21(6), E-397(5) & RL-397(1)

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
C. G. SWENSON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]		[illegible]	
[illegible]		[illegible]	
[illegible]			[illegible]
[illegible]		[illegible]	[illegible]
[illegible]			[illegible]

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 1 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150X (REVISED 12-59)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

January 4, 1960

NOTED
C. G. SWENSON

Malheur County Court
Courthouse
Vale, Oregon

file

Gentlemen:

Final costs are now available on Contract No. 5287 for the Vale Unit, Vale-Grand Avenue Section and the West Unit, Foothills Drive Section of FAS 515 and 825, and on Contract No. 5479 for the East Unit, Foothills Drive Section of FAS 825. As shown in the attached cost statements, a balance of $3,133.82 is due the state in connection with Contract No. 5287 and a refund of $499.08 is due the county in connection with Contract No. 5479. This results in a net balance due the state of $2,634.74 for both contracts.

You will receive a billing form from our accounting division for the above amount within the next few days. Please make payment upon receipt of this billing form.

If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

DATE: 12/31/59

County Malheur Contract No. 5287 Date Completed 6/20/59

FAS 535 and 825 Section Vale Unit & West Unit, Foothills Drive

PAYMENTS TO CONTRACTOR

Item		Total Cost
Payments to contractor as per attached tabulation		$89,086.90
Signing.		157.59
Construction engineering		7,146.14
TOTAL CONSTRUCTION COSTS		$96,390.63
FEDERAL FUNDS COLLECTED FOR PROJECT. .		
"US" Funds	$34,300	
"LS" Funds	7,300	
"FAS" Funds	25,023	
TOTAL		$66,623.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total costs and federal funds

($96,390.63 - $66,623) X 1/2 = $14,883.82

Less County Advance Deposit 11,750.00

BALANCE DUE STATE.......... $ 3,133.82

JFH:mm

Form A-F&1—[illegible]

October 24, [illegible]

STATE OF OREGON,

To C. E. [illegible], Dr.

County Malheur

Postoffice address Nyssa, Oregon

Highway Lytle Blvd. & Foothills Drive

Work done to June 30, 1959

Contract No. [illegible]

Section Vale Unit, Vale-Grand Ave. & W. Unit, Foothills Drive

Prefix No. [illegible]-[illegible](41)

Estimate No. 8 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	700.00	100%	700.00	700.00	-
2. Drainage excav., unclass.	C.Y.	1.50	761.4	1,142.10	1,122.[illegible]	19.[illegible]
3. General excav., unclass.	C.Y.	.27	51,246.5	13,836.56	13,836.[illegible]	-
4. Short overhaul	yd.sta.	.01	73,799.2	737.99	727.[illegible]	10.[illegible]
5. Long overhaul	C-yd.sta.	.40	1,817.9	727.16	720.[illegible]	7.[illegible]
6. Finishing roadbed and slopes	mile	500.00	4.63	2,315.00	2,315.00	-
7. 24" [illegible] corr. metal pipe	l.f.	10.00	112	1,120.00	1,120.00	-
8. 12" concrete pipe	l.f.	1.65	885	1,460.25	1,460.25	-
9. 18" concrete pipe	l.f.	3.00	602	1,806.00	1,806.00	-
10. 24" concrete pipe	l.f.	5.25	51	267.75	267.75	-
11. 30" concrete pipe	l.f.	7.75	33	239.25	239.25	-
12. 18" concrete siphon pipe	l.f.	3.75	64	240.00	210.00	30.[illegible]
13. Concrete [illegible]	C.Y.	65.00	5.66	367.90	367.90	-
14. Galv. metal guard rail	l.f.	2.95	232	684.40	684.40	-
15. Selected crushed topping	ton	.40	40,411	16,164.40	16,164.40	-
16. 3/4"-0 matl. in level course	ton	1.50	6,487	9,730.50	9,730.50	-
17. Sprinkling	M/gal.	2.00	2,423	4,846.00	4,846.00	-
18. Preparation of base	mile	150.00	4.63	694.50	694.50	-
19. 3/4"-0 matl. in binder course	ton	2.50	861.65	2,154.13	2,154.13	-
20. Furn. & place aggregates	ton	2.70	3,952.27	10,671.13	10,671.13	-
21. MC-2 asphalt	ton	[illegible]	86.11	4,[illegible]	4,[illegible]	-
22. 120-150 asphalt	ton	49.38	210.60	10,398.74	10,398.74	-
23. RC-2 asphalt	ton	51.00	42.73	2,179.23	2,179.23	-
25. Remove and reset mail boxes	each	5.00	14	70.00	70.00	-
FA#1 Conc. lined irrigation ditch	l.f.	1.80	350	630.00	630.00	-
FA#2 Vertical [illegible]	each	43.00	4	172.00	172.00	-
FA#3 Diversion box	each	65.00	1	65.00	65.00	-
Force Account				[illegible]	[illegible]	-[illegible].58
DEDUCTIONS:						
Liquidated damages	day	90.00	3	-270.00	-270.00	-

Audited and approved by

Period covered to 6/30/59

		Total Amount To Date	Previous Amount	Present Amount
Totals		89,036.90	[illegible]	- [illegible]
-0- % Retained		-	2,678.76	2,678.7[illegible]

Section Vale Unit, Vale-Grand Ave. & W. Unit, Foothills Drive　　Prefix No. 523-1081-201(11)　　Estimate No. 8 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	700.00	100%	700.00	700.00	-
2. Drainage excav., unclass.	c.y.	1.50	761.4	1,142.10	1,123.05	19.05
3. General excav., unclass.	c.y.	.27	51,246.5	13,836.55	13,836.55	-
4. Short overhaul	yd.sta.	.01	73,799.2	737.99	727.40	10.59
5. Long overhaul	C-yd.sta.	.40	1,817.9	727.16	720.00	7.16
6. Finishing roadbed and slopes	mile	500.00	4.63	2,315.00	2,315.00	-
7. 30" arch type corr. metal pipe	l.f.	10.00	112	1,120.00	1,120.00	-
8. 12" concrete pipe	l.f.	1.45	805	1,167.25	1,167.25	-
9. 15" concrete pipe	l.f.	3.00	602	1,806.00	1,806.00	-
10. 18" concrete pipe	l.f.	5.25	51	267.75	267.75	-
11. 30" concrete pipe	l.f.	7.25	33	239.25	239.25	-
12. 12" concrete siphon pipe	l.f.	3.75	64	240.00	210.00	30.00
13. Concrete end headers	c.y.	65.00	5.66	367.90	367.90	-
14. Galv. metal guard rail	l.f.	2.95	232	684.40	684.40	-
15. Selected material topping	ton	.40	40,411	16,164.40	16,164.40	-
16. 3/4"-0 matl. in level course	ton	1.50	6,487	9,730.50	9,730.50	-
17. Sprinkling	M/gal.	2.00	2,423	4,846.00	4,846.00	-
18. Preparation of base	mile	150.00	4.63	694.50	694.50	-
19. 3/4"-0 matl. in binder course	ton	2.50	861.65	2,154.13	2,154.13	-
20. Furn. & place. aggregates	ton	2.70	3,952.27	10,671.13	10,671.13	-
21. MC-2 asphalt	ton	48.47	86.11	[illegible]	[illegible]	-
22. 120-150 asphalt	ton	49.32	210.68	10,390.74	10,390.74	-
23. MC-1 asphalt	ton	51.00	62.73	3,199.23	3,199.23	-
25. Remove and reset mail boxes	each	5.00	14	70.00	70.00	-
PA/1 Conc. lined irrigation ditch	l.f.	1.80	350	630.00	630.00	-
PA/2 Vertical pipe	each	43.00	4	172.00	172.00	-
PA/3 Diversion box	each	45.00	1	45.00	45.00	-
Force Account				150.53	742.31	-591.78
DEDUCTIONS:						
Liquidated damages	day	90.00	3	-270.00	-270.00	-

		Total Amount To Date	Previous Amount	Present Amount
Audited and approved by	Totals	89,026.90	89,551.88	- 524.98
Period covered to 6/30/59	-0- % Retained	-	2,678.76	2,678.76
Items Conc. 2887 Est. 8 Final	Total Payments	89,026.90	86,873.12	2,153.78

Computed by C. Palmer Checked by　　To be paid contractors, this estimate, $ 2,153.78

Engineer Loren Weber

Previous Voucher No. 21160

State Printing

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 13, 1959

S 21(6)-

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~5287~~	8 Final	C. E. Lassberg	
(~~V~~OUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27592	94297	$ 2,473.78	11-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 130 workdays from August 14, 1958

Time Extensions: One Extension of Time for 15 days denied.

Completion Date: June 20, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 13, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 16 1959

JC

dc

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RECEIVED
OCT 28 1959
FOR FILING
[illegible]
[illegible]
5287

October 27, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5287 for grading-oiling the Vale Unit, Vale-Grand Avenue and West Unit, Foothills Drive Sections of Lytle Blvd. and Foothills Drive in Malheur County was completed by the contractor, C. E. Lesberg, on June 20, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $2,473.78 will be released to the contractor on or after November 6, 1959. The total contract amount is $89,086.90, of which amount $492.83 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

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RECEIVED
OCT 27 1959
FOR FILING

[illegible]
[illegible]
5287

October 23, 1959

Mr. C. E. Leseberg
201 Reese Avenue
Nyssa, Oregon

Dear Mr. Leseberg:

In compliance with your telephone request of this date concerning the payment of your semi-final and final payments on State Highway Contract No. 5287, we have checked with our Office Engineering Division and they have informed us that there will be no semi-final payment as the amount is less than $500. This amount will be applied to the final payment which will be $2,473.78.

The voucher covering the final payment will most likely be mailed to you next week for signature.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Form E-1—(Rev.)— S-21(6)
U.S. 399(1)
399(2)
5287

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section	Vale Unit, Vale-Grand Ave. W. Unit, Foothills Drive	For Week Ending	August 23, 1959
		Kind of work	Grading & Oiling
Highway	County Road County Malheur	Section prefix	523-1081
Contractor	C.E. Leseberg	Contract number	5287
Date of contract	August 4, 1958	Specified work days	130
Date work started	December 29, 1958	Work days used	133
Project authorization	$93333.38	Per cent of time elapsed	102 %
Exclusive of engineering	$86676.34		

Estimated cost of completed project, exclusive of engineering . . . $89427.81

Estimated per cent overrun or ~~underrun~~ . . . 2.96 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . $6637.04

Engineering cost to date $6667.94, 100.5 %

Date project was completed June 20, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	—	100	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Mailed Tuesday this week.

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1959
NOTED— ☒ CE ☒ ACE ☒ ACE ☒ ☒ COE

NOTED

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed Loren A Weber

Address P.O. Box 3, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.63	4.63		4.63	
Miles partially completed	4.63	4.63		4.63	
Miles completed	45300 cy.	44800 ton		[illegible]4210	
Total estimated quantities (contract)	51246 cy	46898 ton		5174	
Total quantities corrected to date	"	"		"	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	This Project Completed, No Men Working				

Men	
Supervision	
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Fair		
Saturday			

RECEIVED
JUL 24 1959
FOR FILING

5287

July 23, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. E. Leseberg a portion of the funds heretofore retained by the Commission on contract #5287, for grading-oiling the Vale Unit, Vale-Grand Avenue and West Unit, Foothills Drive Sections of Lytle Blvd. and Foothills Drive in Malheur County.

This payment, in the amount of $11,015.19, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,613.96. The present payment will be released on or after August 3, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
V. R. JONES

NOTED
C. G SWENSON

NOTED
Harold C. Avers

June 26, 1959

Malheur County Court
Courthouse
Vale, Oregon

NOTED
[illegible]

FAS 515

FAS 825

Gentlemen:

This is to advise you that work on Contract No. 5287, Vale Unit, Vale-Grand Avenue and West Unit, Foothills Drive Section was completed on June 20, 1959.

Under the terms of the agreement signed by the Court on July 25, 1958 and by the Highway Commission on July 31, 1958, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:eg

RECEIVED
JUN 26 1959
FOR FILING

S-21(6)
DS-397(1) + 2 (397.2)
5287

June 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 20, 1959, on Contract No. 5287, Vale Unit, Vale-Grant Ave. and West Unit, Foothills Drive Section, in Malheur County, in connection with Federal Aid Project Nos. S-21(6), DS-397(1), S-397(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc: Clarence G. Swanson

A

RECEIVED
JUN -5 1959

FOR FILING
A-21(6)
[illegible]
5287

June 1, 1959

Mr. C. E. Lassberg
201 Reece Avenue
Nyssa
Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 28, 1959, had under discussion your request for 15 additional workdays within which to complete your Contract #5287, grading-oiling the Vale Unit, Vale-Grand Avenue and West Unit, Foothills Drive Sections of Lytle Blvd. and Foothills Drive Roads in Malheur County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
cc: A. F. Parson
Loren Weber
Tom Edwards

APPROVED BY HIGHWAY COMMISSION
DATE May 28, 1959
C. W. Head
Ass't Secretary

RECEIVED
MAY 8 - 1959
FOR FILING

[illegible]

[illegible]

5287

May 7, 1959

Request for extension of time
No. 2
May 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

We are in receipt of a "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" for the Vale Unit, Vale-Grand Avenue, and West Unit, Foothills Drive, on the Lytle Boulevard and Foothills Drive county roads in Malheur County, Contract No. 5287. The contractor has requested 15 additional days in which to do his work. The reasons given for such a grant of additional time without penalty do not meet the requirements for "Increase in Time for Performance of Contract" as set forth in the special provisions for the job. As a matter of fact, the contractor on this project allowed 71 workdays to lapse before going to work on the job.

In view of the above, it is recommended that the contractor's request be rejected.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

lhy:fp:ae

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5287 Contractor C.E.Leseberg

Highway Lytle Blvd. and Foothill Drive, County Roads

Section Vale Unit, Vale-Grand Ave., W. Unit, Foothill Drive

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Work day count began on August 4, 1958.

Contractor did not start actual work until December 29, 1958.

71 Work days elapsed before work started.

Not

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No.	5287
Project designation	S-21(6), S-397(2) DS-397(1) State-Federal
Date awarded	August 14, 1958
Work started	December 29, 1958
Per cent completed	45% 4/27/59 Date
No. of Workdays Allowed	130
No. of Workdays Used	110
No. of Added Workdays Requested	15

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 4/25/, 19 59

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 145 days, within which to complete our Contract No. 5287, without the assessment of liquidated damages. The said contract is described as follows: Lytle Blvd & Foothills Drive, Vale unit, Vale-Grande Ave & W. Unit, Foothills Drive

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work started on this project on 12/26/58. I have encountered numerous unforeseen difficulties, known to the resident and division engineers, on this contract. Also, because of unusual weather conditions this spring, it would be inadvisable to start oiling on this contract in order to finish by the required completion date and expect to have a good, substantial oil job.

Respectfully submitted,

C E Leseberg
Contractor

By C. E. Leseberg

CONSENT OF SURETY

Date April 25, 19 59

We,

General Insurance co. of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ken Zenstrom
Attorney-in-fact

(SEAL)

Ken Zenstrom
Resident Agent

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JAN 7 - 1959
FOR FILING

S-21(6)
S-397(1)&(2)
5287

January 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 29, 1958, on Contract No. 5287, Vale Unit, Vale-Grand Ave., West Unit, Foothills Drive Section, in Malheur County, in connection with Federal Aid Project Nos. S-21(6), DS-397(1) and S-397(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

[illegible] 5287

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OCT 30 1958
FOR FILING

11-16

Monthly Transaction No.	For -2 (9-12-57)	to Oregon
Project Report No. S-21(6) DS-397(1)-S-397(2) 5287	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County Malheur Project No. S-397(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From east end Project DS-397(1) east approximately 2 miles.
(West Unit, Foothills Drive Section) on a county road

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	7-14-58	1.2
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 22,821.00	Federal funds $ 14,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [illegible]
State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the W. Unit, Foothills Drive Section, Project No. S-397(2).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the W. Unit, Foothills Drive Section, Project No. S-397(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-397(2)

WEST UNIT, FOOTHILLS DRIVE SECTION OF THE FOOTHILLS DRIVE IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code 5231
Roadway (Sta. 118+50 to Sta. 222+00)(Contract No. 5287)

Clearing and Grubbing	All	Required (20%)		$ 140.00
Drainage Excavation, Unclassified	160	cu. yds.	$ 1.50	240.00
General Excavation, Unclassified	4,960	cu. yds.	.27	1,339.20
Short Overhaul	7,400	yd. sta.	.01	74.00
Long Overhaul	70	C-yd. stas.	.40	28.00
Finishing Roadbed and Slopes	1.15	miles	500.00	575.00
12-inch Concrete Pipe	230	lin. ft.	1.65	379.50
18-inch Concrete Pipe	130	lin. ft.	3.00	390.00
24-inch Concrete Pipe	10	lin. ft.	5.25	52.50
18-inch Concrete Siphon Pipe	56	lin. ft.	3.75	210.00
Concrete End Basins	5	cu. yds.	65.00	325.00
Selected Roadbed Topping	9,000	tons	.40	3,600.00
3/4" - 0 Material in Leveling Course	1,870	tons	1.50	2,805.00
Sprinkling	216	M-gals.	2.00	432.00
Preparation of Base	1.15	miles	150.00	172.50
3/4" - 0 Material in Binder Course	200	tons	2.50	500.00
Furnishing and Placing Aggregates	785	tons	2.70	2,119.50
MC-2 Asphalt	33	tons	51.47	1,698.51
120-150 Asphalt	86	tons	49.32	4,241.52
RS-1 Asphalt	24	tons	51.00	1,224.00
				$20,546.23
Flagging (57½% of Contractor's Cost)	All	Required		200.00
		Subtotal		$20,746.23
		10% Engr. & Cont.		2,074.62
		Total		$22,820.85

Length of Roadway 1.156 Miles
Cost of Roadway per mile $19,741.21

Federal Funds	$14,100.00
State Funds	4,360.40
County Funds	4,360.45
	$22,820.85

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

__Note:__ Necessary funds have been deposited by Malheur County with the Highway Department.

RECEIVED
1958

FOR FILING 34

Contract 5287

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Monthly Transaction No.	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project Report No. S-21(6) S-397(1) + S-397(2) 5287	FEDERAL-AID PROJECT AGREEMENT	County Malheur
		Project No. S-21(6)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Junction FA 5, South 1.1 miles (North end S-21(5)
(Vale Unit, Vale-Grand Ave. Section) on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-15-57	0.6
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 20,470.00	Federal funds $ 12,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Vale Unit, Vale-Grand Avenue Section, Project No. S-21(6).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Vale Unit, Vale-Grand Avenue Section, Project No. S-21(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Federal Aid Secondary
Project No. S-21(6)

Oregon State Highway Department

VALE UNIT, VALE-GRAND AVENUE SECTION OF THE LYTLE BOULEVARD ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code 5231
Roadway (Sta. 62+00 to Sta. 96+00)(Contract No. 5287)

Clearing and Grubbing	All	Required (20%)		$ 140.00
Drainage Excavation, Unclassified	165	cu. yd.	$1.50	247.50
General Excavation, Unclassified	27,590	cu. yd.	0.27	7,449.30
Short Overhaul	13,500	yd. sta.	0.01	135.00
Finishing Roadbed and Slopes	0.64	mile	500.00	320.00
12-inch Concrete Pipe	100	lin. ft.	1.65	165.00
18-inch Concrete Pipe	390	lin. ft.	3.00	1,170.00
Selected Roadbed Topping	6,150	tons	0.40	2,460.00
3/4" - 0 Material in Leveling Course	1,200	tons	1.50	1,800.00
Sprinkling	170	M-gal.	2.00	340.00
Preparation of Base	0.64	mile	150.00	96.00
3/4" - 0 Material in Binder Course	100	tons	2.50	250.00
Furnishing and Placing Aggregates	435	tons	2.70	1,174.50
MC-2 Asphalt	15	tons	51.47	772.05
120-150 Asphalt	30	tons	49.32	1,479.60
RS-1 Asphalt	10	tons	51.00	510.00
				$ 18,508.95
Flagging (57½% of Contractor's Cost)	All	Required		100.00
		Subtotal		$ 18,608.95
		10% Engr. & Cont.		1,860.89
		Total		$ 20,469.84

Length of Roadway . . . . 0.645 Mile
Cost of Roadway Per Mile. . . . $31,736.18

Federal Funds	$ 12,600.00
State Funds	3,934.92
County Funds.	3,934.92
	$ 20,469.84

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Malheur County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. ES-397(1)

WEST UNIT, FOOTHILLS DRIVE SECTION OF THE FOOTHILLS DRIVE

IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 30, 1958

Type Code 5231
Roadway (Sta. 10+00 to Sta. 118+50)(Contract No. 5287)

Clearing and Grubbing	All	Required (60%)$		$ 420.00
Drainage Excavation, Unclassified	375	cu. yds.	1.50	562.50
General Excavation, Unclassified	12,750	cu. yds.	0.27	3,442.50
Short Overhaul	47,300	yd. stas.	0.01	473.00
Long Overhaul	1,930	C-yd. stas.	0.40	772.00
Finishing Roadbed and Slopes	2.84	miles	500.00	1,420.00
36-inch Arch Type Corrugated Metal Pipe	120	lin. ft.	10.00	1,200.00
12-inch Concrete Pipe	530	lin. ft.	1.65	874.50
18-inch Concrete Pipe	210	lin. ft.	3.00	630.00
24-inch Concrete Pipe	16	lin. ft.	5.25	84.00
30-inch Concrete Pipe	30	lin. ft.	7.25	217.50
Galvanized Metal Guard Rail	240	lin. ft.	2.95	708.00
Selected Roadbed Topping	21,950	tons	0.40	8,780.00
3/4" - 0 Material in Leveling Course	4,630	tons	1.50	6,945.00
Sprinkling	524	M-gals.	2.00	1,048.00
Preparation of Base	2.84	mile	150.00	426.00
3/4" - 0 Material in Binder Course	450	tons	2.50	1,125.00
Furnishing and Placing Aggregates	1,880	tons	2.70	5,076.00
MC-2 Asphalt	42	tons	51.47	2,161.74
120-150 Asphalt	94	tons	49.32	4,636.08
RS-1 Asphalt	26	tons	51.00	1,326.00
Loose Riprap	6	tons	5.00	30.00
				$42,357.82
Flagging (57½% of Contractor's Cost)	All	Required		200.00
	Subtotal			$42,557.82
	10% Engr. & Cont.			4,255.78
	Total			$46,813.60

Length of Roadway . . . . 2.835 miles
Cost of Roadway per mile $16,512.73

Federal "DS" Funds	$ 34,300.00
Federal "LS" Funds	7,300.00
State Funds	2,606.80
County Funds	2,606.80
	$ 46,813.60

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Malheur County with the Highway Department.

Form A-150—10M—6-57

Adv. Deposit:
Contract 5287
S-21(6), S-397(2), + DS-397(1)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
SEP 3 1958

Malheur County
Vale, Oregon

Attn: County Court

Invoice No. 57206

Date September 2, 1958

Your Req. No.

Billing Request No. cc 437

Credit Distribution: 523-1001-[illegible]

Advance Deposit	11,750.00
Partial transfer county's share total cost of West Unit, Foothills Drive Section and Vale Unit, Vale-Grand Avenue Section, FAS 825 and 515, covered by agreement dated July, 1958.	6,750.00
To be retained	$5,000.00

NOTED
G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 4396

Cash Received with Request: $_______________

By ________________________________

August 5, 1958

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $11,750 in connection with the Vale Unit, Vale-Grand Avenue Section of FAS 515 and the Foothills Drive Section of FAS 825. Contract No. 5287 has been awarded to C. E. Leseberg and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

Contract #5287 Mailed
8-8-58

Salem, Oregon
August 4, 1958

Mr. C. H. Maison
OFFICE

Advance Deposit
Malheur County

Attached is Malheur County's Warrant No. 6262 in the amount of $11,750 which represents the county's share of the Vale Unit, Vale-Grand Avenue Section project on FAS 515 and the Foothill Drive Section of FAS 825.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

The County of Malheur

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON

July 31, 1958

State of Oregon
State Highway Department
Mr. John F. Hagemann
Ass't. County and City Relations Engineer

Dear Mr. Hagemann:

This is to advise you that all rights' of way involved in the construction of Vale Unit, Vale - Grand Avenue Section of FAS 515 and the West Unit, Foothills Drive Section of FAS 825 have been obtained and are in the possession of this Court.

Enclosed is county warrant No. 6262 in the amount of $11,750.00 which is the County's total advance deposit on the above construction.

Very truly yours,

MALHEUR COUNTY COURT

By G. Y. Chester
G. Y. Chester, County Judge

Enclosure

RECEIVED
AUG 4 1958
ENGINEER
COUNTY & CITY RELATIONS

5287

July 30, 1958

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from C. E. Leseberg of Nyssa for constructing the Vale Unit, Vale-Grand Avenue Section of FAS 515 and the West Unit, Foothills Drive Section of FAS 825. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items		$81,463.00
Flagging	$ 500	
Concrete ditch liner and diversion boxes	1,000	1,500.00
12-1/2% engineering & contingencies		10,370.38
Estimated Total Cost.		$93,333.38
Advance Deposit		
5% of $46,000 (DS funds) =		$ 2,300.00
20% of $47,333.38 =		9,467.00
TOTAL ADVANCE DEPOSIT.		$11,767.00 or say $11,750

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded

Very truly yours,

W. C. Williams
State Highway Engineer

By

523 - 1081

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

Deposit Rec'd. Aug. 4.
Cont. No. 5287
co. notified Aug 5

Contract Mailed
8-8-58

NOTED
Harold C. Ayers

Salem, Oregon
July 30, 1958

Revision in Project Lengths
DS & S Projects,
Malheur & Wheeler Counties

Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

NOTED
John F. Hagemann

Based on bids received on the West Unit, Foothills Drive Section, DS-397(1) and S-397(2), on FAS 825 in Malheur County and the North Unit, Spray-Waterman Section, DS-175(4) and S-175(3), on FAS 318 in Wheeler County, it will be necessary to adjust the lengths of the DS and S projects to fit available funds.

DS-397(1) in Malheur County should be lengthened to utilize an available balance of DS funds totaling $7,000 (includes federal, state, and county funds) and S-397(2) shortened accordingly.

DS-175(4) in Wheeler County should be shortened to 1.6 miles to fit available DS funds and S-175(3) lengthened by a corresponding 0.3 mile.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
AUG 29 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S.21(C) & SS.397(1)a
S [illegible])
5287

Aug. 29, 1958

C. E. Leseberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5287, awarded Aug. 4, 1958, for grading and oiling on the Vale Unit, Vale-Grand Avenue and W. Unit, Foothills Drive Section of Lytle Blvd. and Foothills Drive in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 13 1958
FOR FILING
S 21(6)a [illegible]
S 247 (a)
3727

Salem, Oregon
August 11, 1958

Finance - 224
Maint. - 373

FAS Project Agreements
Malheur County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies each of two maintenance agreements and one conformed copy each of two finance agreements with Malheur County, one set covers the regular FAS funds projects on the Vale Unit, Vale-Grande Avenue Section of FAS 515 and the West Unit, Foothills Drive Section of FAS 825. The other set covers the DS funds portion of the West Unit, Foothills Drive Section of FAS 825.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one copy of each agreement has been sent to the County Court of Malheur County.

Secretary

rm
Attach.

FORM E-30 50M 8-57——6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

SUBJECT: FAS Projects Agreements
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies each of two finance agreements. One set covers the regular FAS funds projects on the Vale Unit, Vale-Grand Avenue Section of FAS 515, and the West Unit, Foothills Drive Section of FAS 825. The other set covers the DS funds portion of the West Unit, Foothills Drive Section of FAS 825.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the same projects. After signature by the Highway Commission please return four fully executed or certified true copies of each agreement for transmittal to the B.P.R.

The regular FAS projects were approved by the Commission on 10/31/57 and 2/27/58, and the DS project was approved 5/8/58.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 min page 36 & 2-27-58 min Page 39 and 5-8-58 min page 37
[illegible]
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 29, 1958

RECEIVED
AUG 12 1958
FOR FILING

[illegible]

[illegible]

5287

August 11, 1958

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing for the records and files of Malheur County one fully executed copy each of two finance agreements and one fully executed copy each of two maintenance agreements Between the State Highway Commission and Malheur County. One set covering the regular FAS funds projects on the Vale Unit, Vale-Grand Avenue Section of FAS 515, and the West Unit, Foothills Drive Section of FAS 825. The other set covering the DB funds portion of the West Unit, Foothills Drive Section of FAS 825.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

RECEIVED
AUG 25 1958
FOR FILING

[illegible]
[illegible]
5287

August 4, 1958

C. E. Leseberg
204 Reece Avenue
Nyssa, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your proposal for grading and oiling on Lytle Boulevard and Foot-Hills Drive respectively in Malheur County for the sum of $81,463.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5287.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 4, 1958

C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Contract for grading and oiling Vale Unit, Vale-Grand Ave. Section and West Unit, Foothills Drive Section of Lytle Blvd. and Foothills Drive respectively in Malheur County for which you submitted low bid on July 29, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

NOTED NOTED
Harold C. Ayers Harold C. Ayers

July 18, 1958

NOTED
V. R. JONES

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Enclosed are two copies each of two agreements covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Vale Unit, Vale-Grand Avenue Section of FAS 515 and the W Unit Foothills Drive Section of FAS 825 upon which bids will be received July 29 in Salem.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost including engineering and contingencies is $138,000 for both projects; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than July 29.

Very truly yours,

W. C. Williams,
State Highway Engineer

By

NOTED
[illegible]

JFH:be

John F. Hagemann
Asst. County & City Relations Engr.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED Harold C. Ayers
NOTED C. G. SWENSON
NOTED John M. Hagemann

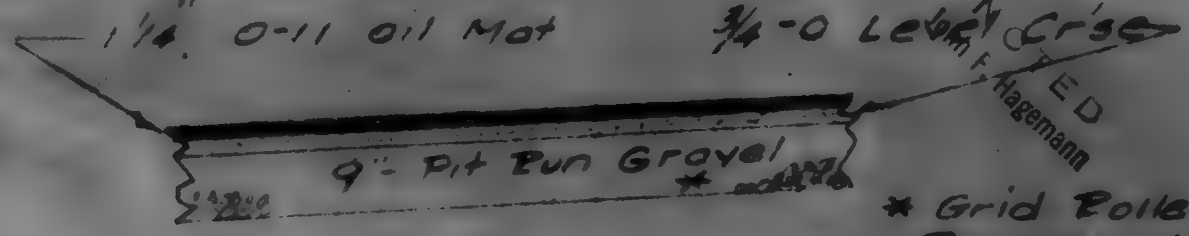
Vale unit, Vale-Grand Ave - F.A.S. 515
Section West Unit - Foothill Drive Highway F.A.S. 825 County Malheur Prefix 523-1485
523-1485
Res. Engr. ___ Length of Project 0.70 ~~[illegible]~~ Miles. Sta. N 59+51 W 10 to Sta. S 95+33 E 3[illegible] Date 7-9-58

Reported Frost - 24" **TYPICAL SECTIONS** Traffic Class - FAS 515 M - FAS 825 L

Revision for Uniformity of Design on both sections which are to be let as one contract.

NOTED
[illegible] JONES

Typical Soil (FAS 515)
[illegible] LL
[illegible] PI
83% P.200
37% Silt
40 'R' Value



NOTED
John M. Hagemann

* Grid Roller Processed

Typical Soil (FAS 825)
35 LL
12 PI
76% Pass 200
41% Silt
14 R Value

7-9-58

No Credit for existing sand & Gravel Surface (3" to 8")

NOTED
JOHN D. GRAHAM

Required Base & Surf.		Designed Base & Surf.		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1¼	0-11
			3	Level
11			9	
			12¼	
			1½	0-11
			3	Level
			9	
11			13½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable Material Source to be selected by the Engineer											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. [illegible]
Sloss 1507
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by G. M. [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

NOTED
Harold C. Ayers

July 1, 1958

Hon. G. Y. Chester
Malheur County Judge
Courthouse
Vale, Oregon

NOTED
John F. Hagemann

Dear Judge Chester:

Enclosed are four copies each of eight option forms covering right-of-way required in connection with the West Unit, Foothills Drive Section, of FAS 825 upon which we plan to accept bids on July 29. Also, two copies of a right-of-way map showing the parcels to be acquired are being forwarded under separate cover.

Please return one signed copy of each option after execution has been obtained. If possible negotiations for right-of-way should be completed by June 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

NOTED
G. SWENSON

FORM E-30 25M 9-51 52515

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 1, 1958
Salem, Oregon

SUBJECT: Option
W. Unit-Foothills Drive
Foothills Drive Co. Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

This is to confirm that on this day we handed you our revised option form (in quadruplet) covering right of way to be acquired in connection with West Unit-Foothills Drive Section of the Foothills Drive County Road in Malheur County.

No Statements of Information were furnished us.

28302	Glen E. & Sarah B. Brown	0.65 acre

Earl F. Saling
EARL F. SALING
Right of Wzy Office Manager

AC
blr
enc. option handed to Hagemann

RECEIVED
JUL 2 1958
ENGINEER
COUNTY [illegible] RELATIONS

NOTED
C. G. SWENSON

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 27, 1958
Salem, Oregon

SUBJECT: Options
West Unit Foothills Drive Sec.
Foothills Drive County Rd.

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 7 option forms in quadruplet covering right of way to be acquired in connection with West Unit Foothills Drive Section of the Foothills Drive County Road in Malheur County. No statements of Information were furnished.

Please return to the Oregon State Highway Department a copy of each signed option to inform the Highway Engineers of the conditions, if any, on each transaction.

We are forwarding, under separate cover 5 prints of map number 8B-10-1 covering this area and bearing our date of June 23, 1958.

28301	The City of Vale	0.45	acre	
28303	Michael Henry Crummett	0.17	"	
28304	Willis E. Findling	0.25	"	
28305	Fred Koopman	0.4	"	
28306	B. K. Carroll	0.01	"	
28320	George W. Culp	0.30	"	p-1
		0.14	"	p-2
28345	Dottie C. Edwards	0.01	"	
28302	Glen E. & Sarah B. Brown	0.65	"	

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 7 option forms

cc: R. W. Cozad
cc: A. F. Parson
(copy of map)

RECEIVED
JUN 27 1958
ENGINEER
COUNTY [illegible]

[illegible] STATE HIGHWAY [illegible]
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

West Unit
[illegible] Drive Highway FAS 825 County Malheur Prefix [illegible]
Weber Length of Project 1.99 Miles. Sta. W 10 to Sta. E 222 Date [illegible]

NOTED
V. R. JONES

Reported Frost - 24" **TYPICAL SECTIONS** Truck ADT 9 · Traffic [illegible]

1½" Oil [illegible] Mat   ¾"-0 Level Crse [illegible]

[illegible] Pit Run Gravel * [illegible] * Grid Roller Processed
2" [illegible] Pit Run [illegible]
2" Gravel in existing Surface (No Credit)

Typical Soil
45 LL
12 PI
76 % Pass 200
4 % Silt
[illegible] R Value

6-10-56

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 13 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTE
John F. Hagemann

NOTED
[illegible] C. Ayers

Note Above design [illegible] for Frost Protection

Required Base & Bear Crushed	Required Base & Bear Not Crushed	Designed Base - Bear Exist. Surf. Allow.	Designed Base - Bear New Work
		0	4 2 2

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
3/4 mi North from Sta 124	222422	2.58	Gravel	3"	55	[illegible]	17.2	—	[illegible]	[illegible]	[illegible]

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Kerker S. A.
~~Soils Engineer~~

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved
Deputy State Highway Engineer

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

MEMO TO J. W. NASH, 6/10/58

FAS 825, MALHEUR COUNTY

TERMINI: From DS project easterly approximately 2 miles (West Unit, Foothills Drive Section).

PROPOSED WORK: Grade, drain, and construct 2-lane intermediate type surface.

PROJECT LENGTH: 1.94 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$50,000	$30,000	$10,000	$10,000

EXISTING FACILITY:
ROADWAY: 22' to 26' wide light gravel wearing surface. One right-angle horizontal curve at a road intersection near the west end of the proposed project.
STRUCTURE: None

ADJACENT SECTIONS:
WEST END: To be reconstructed through a 20' oil mat with 2' shoulders with DS funds [illegible] in conjunction with this project.
EAST END: 22' to 24' light gravel wearing surface.

PROJECT DATA: Grade and drain generally following the existing road, place base material, and construct a 20' wide type 0-11 oil mat wearing surface with 2' shoulders.

ROW WIDTH: Minimum 50'

MINIMUM DESIGN STANDARDS: One 22° curve at a road intersection near the west end of the project. The present road makes a ~~squar~~ square four-way intersection at this point resulting in a right angle turn from north to east on the FAS route. Flattening this curve on the FAS route to 22° represents the minimum curvature that can be obtained without seriously disrupting irrigation facilities and complicating the road intersection.

ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

Route data same as for DS project.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JFH:mm

NOTED
John F. Hagemann

NOTED
Harold C. Ayers
6/10/58

MEMO TO J. W. NASH R JONES

FAS 825, MALHEUR COUNTY

TERMINI: From the east city limits of Vale easterly 2 miles (West Unit, Foothills Drive Section).

PROPOSED WORK: Grade, drain, & construct 2-lane intermediate type surface.

PROJECT LENGTH: 2.05 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$46,000	$34,300	$2,200	$2,200 (Co.)	$7,300 (L)

EXISTING FACILITY:

ROADWAY: 22' to 26' light gravel wearing surface on standard grade and alignment with the exception of one right-angle curve at a road junction.

STRUCTURES: Willow Creek Bridge - 29' long timber span on concrete abutments, H.C. 18'-8" wide. To be widened by Malheur County to 24' H.C.

ADJACENT SECTIONS

WEST END: 24' gravel wearing surface.

EAST END: To be reconstructed through a 20' oil mat with 2' shoulders with regular FAS funds in conjunction with this project.

PROJECT DATA: Grade and drain generally following the existing road, place base material, and construct a 20' wide type O-11 oil mat with 2' shoulders.

ROW WIDTH: Minimum 50'.

MINIMUM DESIGN STANDARDS: One horizontal curve of approximately 58°. This curve is located approximately 1.6 miles east of the west end of the project. It occurs at a junction of an east-west road (FAS route) with a north-south road with the FAS route turning from east to north and following the north-south route at this point. The existing road makes a square junction at this point and it is proposed to flatten the curve for the east-north and south-west movement (FAS route) by putting in a 100' radius curve. This represents the maximum improvement that can be made at this point without seriously disrupting irrigation facilities paralleling the road and complicating the UPRR grade crossing immediately north of the road junction.

ACCESS CONTROL: None

NOTED
JOHN D. GRAHAM

RR XING:

NAME OF RR CO: UPRR	GROUP PRIORITY:
NO. OF TRACKS: One	RR BENEFITS:
NO. OF TRAINS:	EXISTING PROTECTION: Cross-buck
SIGHT DISTANCE: Unrestricted.	PROPOSED PROTECTION: Reflectorized X-buck with advance warning signs.
VEHICLE SPEEDS:	

SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required

FAS 825 serves a highly developed, irrigated farming area primarily raising row crops. It is a mail and school bus route.

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
June 10, 1958

West Unit, Foothills Drive
FAS 825, Malheur County

Mr. Tom Edwards
OFFICE

The following comments are offered in connection with the subject named project:

1. Mr. Decker was contacted relative to the base design and, after investigation, he advises he will recommend 9" of pit run gravel processed with a grid roller, 2" crushed leveling course, and an O-11 rather than the base design shown on the field data. He is also recommending the same base design for the Vale Unit, Vale-Grande Avenue Section, FAS 515, which will be let in combination with the Foothills Drive project under one contract. Field data for the Vale Unit of FAS 515 has been in Salem for some time.

2. Widening of the Willow Creek Bridge on FAS 825 will definitely be done by the county and no further work need be done on this bridge by the highway department.

3. This project will be split into a DS (Crash) fund project and a regular FAS fund project. The DS project will extend from the city limits of Vale, station 10+00, easterly to station 118+50 (2.05 miles). The regular FAS project will extend from station 118+50 easterly to station 222+00 (1.94 miles).

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

5-1-58

PROPOSED PROJECT (County D-FAS Funds)
MALHEUR COUNTY

FAS 825 - West Unit, Foothills Drive Section, $46,000.

This section is located immediately west of Vale and its construction was approved by the Highway Commission on 2/27/58 as a regular FAS project with the limits to be determined by available funds. It is proposed to supplement the original funds with the DS funds.

DS/FAS-1(58)
5/1/58

RECEIVED
APR 24 1958
FOR FILING

J-21(6)
Cd-397(1) & 397(2)
5287

April 23, 1958

Hon. G. Y. Chester
Malheur County Judge
Courthouse
Vale, Oregon

Dear Judge Chester:

We have not yet received the rules under which the additional funds for secondary highways will be administered. There is to be a meeting in Chicago next week at which time we hope that the matter can be clarified.

If it is possible to extend the project on the Foothills Boulevard that we are now working up for the ordinary federal-aid funds on county roads, we will be glad to recommend the inclusion of the additional money so that a longer project can be built.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. C. G. Swenson

Malheur Co.

Available regular funds	$97,000	
Available "crash" funds	46,000	
Total		$143,000
Est. Cost Vale unit, Vale-Grand Ave	$46,000	
" " Foothills Drive	78,000	
Total Approved Projects		$124,000

$97,000 available for Foothills Blvd.

COUNTY COURT
Of Malheur County, Oregon
VALE, OREGON

April 21, 1958

REFERRED TO
Paxson
By State Highway Engineer

Oregon State Highway Department
Salem, Oregon

Dear Sirs:-

At the district No 1 meeting in Vale, Oregon of Association of Oregon C Counties, It was brought to attention of the county court'sthere was a possibility of the county getting a few dollars for emergency road work.

The report was , if it should happen Malheur County would get $46.000.00

I am writing this letter to ask if the money should come, Would it be possible to add it to the moneys we have and put it in on the Foot Hill Drive?

We wpuld be well pleased to have it spent on the Foot Hill drive Road.

Yours very truly,

G. W. Chester
G. W. Chester
Malheur County Judge

RECEIVED
APR 22 1958
OREGON
STATE HIGHWAY COMMISSION

TED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 3, 1958

Malheur County Court
Courthouse
Vale, Oregon

NOTED
John F. Hagemann

Gentlemen:

On February 27 the Highway Commission approved the Malheur County FAS project as described in the attached tabulation. Preliminary engineering for this project will be performed under the supervision of our division office with headquarters in La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 58-b

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

MALHEUR COUNTY
PROPOSED PROJECT

FAS 825 - West Unit, Foothill Drive Section; approximately 2 miles; $27,000. This section extends from the city limits of Vale easterly as far as available funds permit which is estimated to be approximately 2 miles. The $27,000 programmed will be supplemented by the estimated $40,000 to $45,000 balance of the $70,000 approved October 31, 1957, for the Vale Unit, Vale-Grand Avenue Section of FAS 515.

The county has requested that the previously approved Vale Unit, Vale-Grand Avenue Section of FAS 515 be reduced in length so that its northerly terminus will be opposite a proposed new bridge location south of Glenn Street in Vale. This will reduce the length of this project to approximately 0.75 mile and eliminate most of the heavy grading. It is then proposed to combine the Vale Unit, Vale-Grand Avenue Section of FAS 515 with the West Unit, Foothill Drive Section of FAS 825 under one contract which will result in a contract totaling approximately $97,000.

The proposed project on FAS 825, Foothill Drive, is to grade, drain, place base material and construct a type O-11 oil mat wearing surface 20 feet in width with 2-foot shoulders. There is a section approximately 1/4 of a mile in length located approximately 1 mile from Vale which flooded during 1956 and the grade should probably be raised through this section.

(58-b)
2/3/58

NOTED
[illegible]

NOTED
Harold C. Ayers

February 26, 1958

Hon. G. Y. Chester
Malheur County Judge
Courthouse
Vale, Oregon

FAS 515

NOTED
John F. Hagemann

Dear Judge Chester:

Attached are two option forms in quaduplicate covering right-of-way to be acquired in connection with the Vale Unit, Vale-Grand Avenue Section project. Five prints of the right-of-way map are being forwarded to you under separate cover.

Please return a conformed copy of the signed option, executed deed, or other instrument in order that we may be advised of the complete terms of the transactions.

On February 5, 1958, we mailed to you two copies of a throughway agreement covering construction of the Ontario-Idaho Line Section of the Old Oregon Trail Highway. If the terms of this agreement are satisfactory it would be appreciated if the signed copies of the agreement could be returned to this office at your earliest convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM 830—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 25, 1958
Salem, Oregon

SUBJECT: Options
Vale-Grande Avenue Sec.
Lytle Boulevard

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 2 option forms in quadruplet covering right of way to be acquired in connection with Vale-Grande Avenue Section of the Lytle Boulevard County Road, in Malheur County.

No public hearing is needed, the County is to acquire the right of way and no survey approval is needed.

We are forwarding, under separate cover, 6 prints of map number 8B98-8 covering this area and bearing our date of February 21, 1958.

27575	Delmar L. Edmonds, et ux	0.8	acre
27744	Malheur County	7.0	"

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 2 options

cc: R. L. Porter

RECEIVED
FEB 26 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
February 10, 1958

Mr. Tom Edwards
OFFICE

Vale Unit, Vale-Grand Avenue Section
FAS 515, Malheur County

NOTED
John F. Hagemann

The field data for the subject named project (referred to as North Unit, Vale-Grand Avenue in field data) has been reviewed and found to be consistent with the project as proposed by the county.

The limits of this project were set in accordance with the county's latest request as described in the attached letter. As stated in this letter, it is planned to combine this project with a proposed project on FAS 825 (Foothills County Road) under one contract. The project on FAS 825 will be presented to the Highway Commission on February 27th for approval.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
V. R. JONES

MEMO TO J. W. NASH
2/10/58

Vale Unit, Vale-Grand Avenue Section, FAS 515

The following revision is being made in the subject named project:

1. Length: Revised from 1.10 miles to 0.70 miles.

2. Costs revised as follows:

	Total	Federal	State	Other
Construction:	$40,000	$24,000	$8,000	$8,000 (County)

This change is being made at the request of the county as it is now the county's plan to carry FAS 515 over the Malheur River on a new bridge location and along Glenn Street in Vale to a junction with FAP Route 31. The revised routing and construction of the bridge will be accomplished at a future date when local financing will permit; however, the present project is being shortened to coincide with these plans for the future. The revised routing will represent a decided improvement over the present route which makes a very unsatisfactory junction with FAP Route 5 east of Vale.

NOTED
C. G. SWENSON

JFH:mm

November 4, 1957

Malheur County Court
Courthouse
Vale, Oregon

NOTED
John F. Hagemann

Gentlemen:

On October 31 the Highway Commission approved the project on FAS 515 as described in the attached tabulation which is believed to conform with the County's request.

Preparation of plans and specifications is now required prior to contracting. As soon as we have a more exact estimate of cost for this project we will contact you relative to programming the balance of FAS funds available to Malheur County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:[redacted]
Att. 57-h

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

MALHEUR COUNTY
PROPOSED PROJECT

FAS 515 - Vale Unit of Vale-Grand Avenue Section, approximately 1.1 miles, $70,000. This section extends from the junction of FAS 515 with FAP Route 5 (Central Oregon Highway) east of Vale, southerly to the north end of the North Unit, Vale-Grand Avenue Section, Oregon Project S-21(5), constructed in 1957.

The proposed project is to grade, drain, place base material, and construct a type O-11 oil mat wearing surface 20' in width with 4' shoulders.

The $70,000 programmed represents a preliminary estimate furnished by Division V.

(57-h)
10/11/57

NOTED
V. R. JONES

File

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
10/18/57

NOTED
John F. Hagemann

FAS 515, Malheur County

TERMINI: From FAP Route 5 southerly to the northerly terminus of the North Unit, Vale-Grand Avenue Section, Oregon Project S-21(5). (Vale Unit, Vale-Grand Avenue Section)

PROPOSED WORK: Grade and drain, two-lane intermediate type surfacing.

PROJECT LENGTH: 1.10 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$70,000	$42,000	$14,000	$14,000	(County)

EXISTING FACILITY
ROADWAY: 18' wide light gravel wearing surface on a 20' wide roadway. No substandard grade; substandard alignment near north end where road skirts bluff.
STRUCTURE: None

ADJACENT SECTIONS
NORTH END: Junction FAP Route 5
SOUTH END: 20' type O-11 oil mat wearing surface with 4' shoulders.

PROJECT DATA:
ROADWAY: Grade and drain to an improved grade and alignment, place base material, and construct a type O-11 oil mat wearing surface 20' in width with 4' shoulders.
STRUCTURES: None

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

Supporting data for FAS 515 submitted under Oregon Project S-21(5).

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

JFH:mm

RECEIVED
JAN 23 1958
FOR FILING
FORM E-20X—37,900—8-57—1477

S-21(6)+Ds 317(1)
S-397 (2)
5287

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1958

SUBJECT: Vale Unit, Vale-Grand Avenue Section
FAS 515, Malheur County

To: Mr. Tom Edwards
OFFICE

Malheur County has requested that the subject named project be revised so that the northerly terminus will be at a point opposite a proposed bridge location south of Glenn Street in Vale rather than a junction with the Central Oregon Highway east of Vale as originally proposed.

It is now the county's plan to carry FAS 515 over a new bridge across the Malheur River and over Glenn Street to a junction with the Central Oregon Highway in Vale; however, construction of the bridge over the Malheur River will be delayed until a plan for financing the county's share of the cost can be worked out between the county and city of Vale. In the meantime the county wishes to eliminate from the subject named road project that portion which eventually will be eliminated from the FAS route. This revised routing represents a considerable improvement over the existing route as the present junction of FAS 515 with the Central Oregon Highway is very unsatisfactory. A map is attached showing the existing and proposed routes of FAS 515.

The requested revision in the project on FAS 515 will result in a project of only 0.7 mile in length; however, the county has also requested that a section of the Foothills County Road (proposed FAS 825) be improved under the same contract for a total construction cost of approximately $97,000 (total available FAS funds). The Foothills County Road is located immediately east of Vale and the section proposed for improvement would start at the Vale city limits and extend easterly as far as available funds will permit. This would result in one contract covering 0.7 mile of FAS 515 and approximately 2 miles (limits to be set by funds) of FAS 825 (Foothills County Road). These sections are approximately 1/4 mile apart. A map showing the location of the Foothills County Road is attached.

The above proposal will be submitted to the Highway Commission for approval at its next meeting (February 27-28). Contracting of the two projects will be delayed until Highway Commission approval has been obtained and a survey made on the Foothills County Road section.

NOTED

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

RECEIVED
JAN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

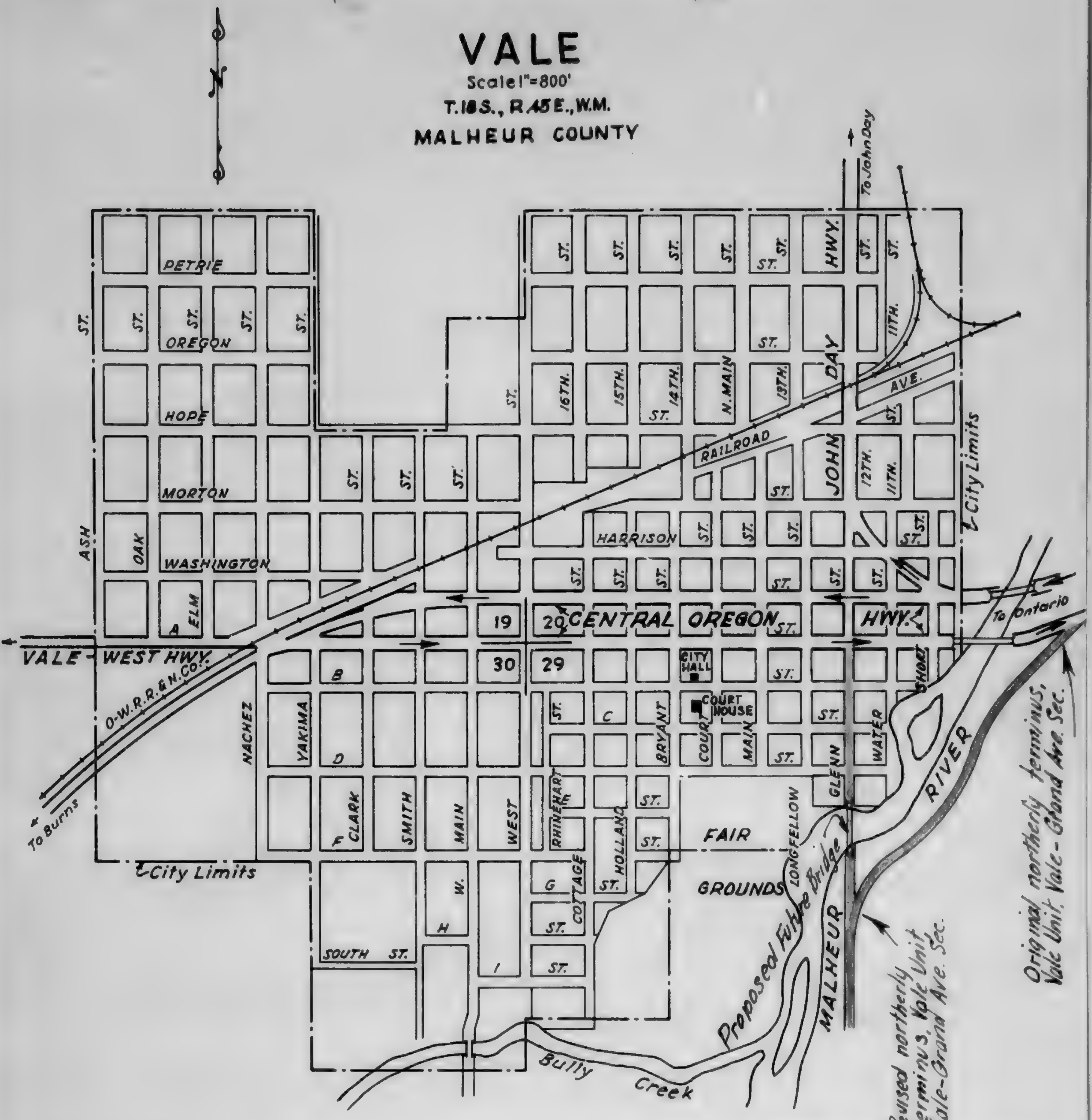
JFH:mm
Att.
cc: G. S. Paxson ✓
A. F. Parson

VALE

Scale 1"=800'

T.18S., R.45E., W.M.

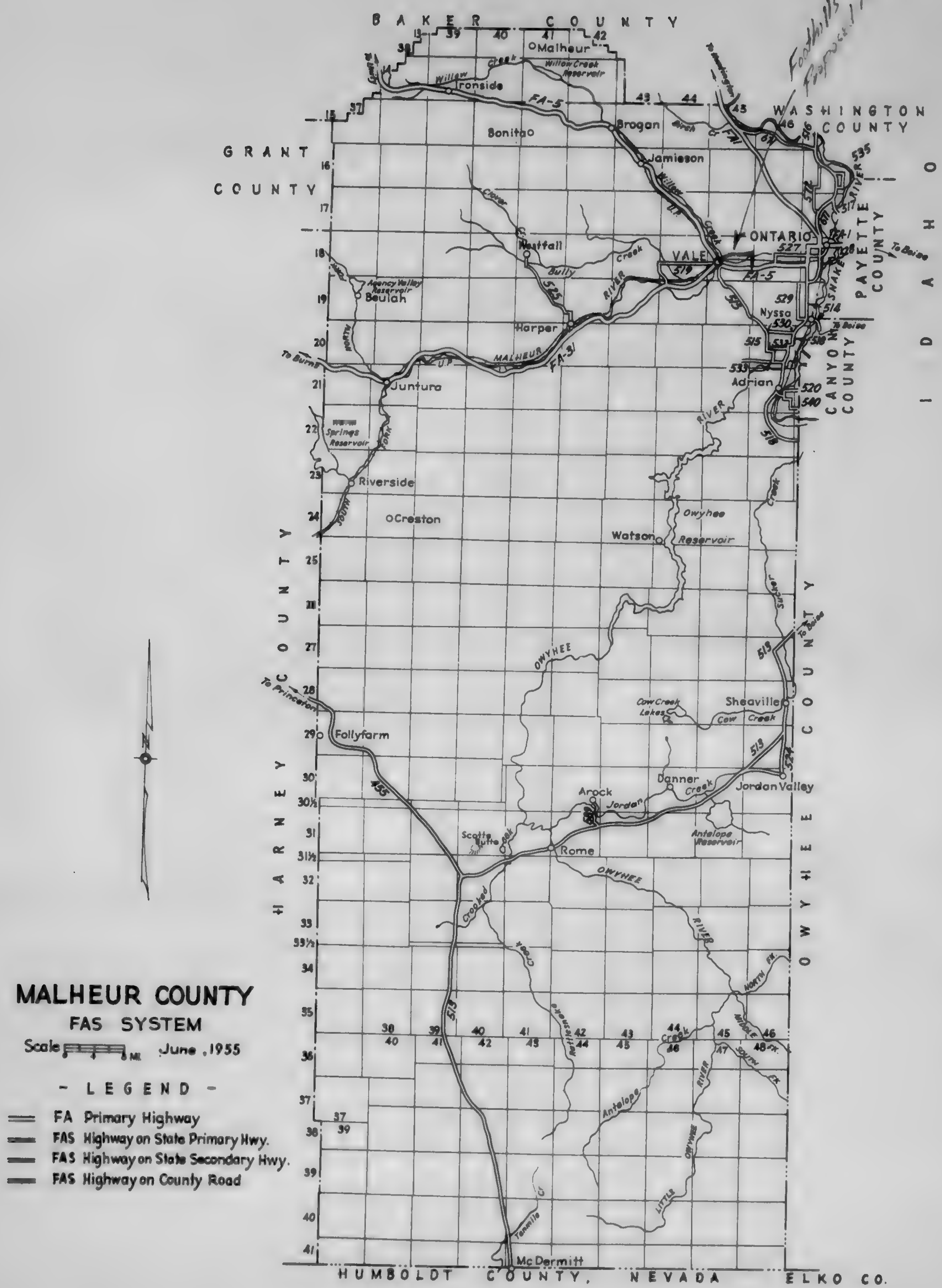
MALHEUR COUNTY



Exist. Route FAS 515

Proposed Route FAS 515

Rev. 6-4-'56



MALHEUR COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. June, 1955

- LEGEND -

═ FA Primary Highway
▬ FAS Highway on State Primary Hwy.
▬ FAS Highway on State Secondary Hwy.
▬ FAS Highway on County Road

Foothills Co. Rd.
Proposed FAS 825

NOTED
John F. Hagemann

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 4, 1957

SUBJECT: Estimate of Cost
Vale Unit of the Grand Ave. Sec.
Lytle Boulevard

Yrs 5.5

To:

Clarence Swenson
County & City Relations Engineer
Salem

Attention: John F. Hagemann

As requested, I am enclosing an estimate of cost for the Vale Unit of the grand Avenue Section of Lytle Boulevard.

This estimate is based on an alignment which for the most part follows the present route and ties into Vale-Cairo Junction Section between river bridge and the hot springs. The only deviation from the present route would be in the vicinity of the rock point about 0.2 mile northerly of the north southerly end of the project.

You will also note that the unit prices are some what higher than the bid prices received on the former two projects, but since the project is small, it will require the same amount of equipment as the previous projects.

E. G. Bickmore

E. G. Bickmore
Assistant Division Engineer

EGB:gb

RECEIVED
OCT 5 1957
[illegible]

La Grande, Oregon
October 4, 1957

ESTIMATE OF COST

Vale Unit, Vale Grand Avenue Section
Lytle Boulevard Highway

Clearing and Grubbing		All	Lump Sum	$ 500.00
Drainage Excavation	75	Cu. Yds.	4.00	300.00
General Excavation	36,000	Cu. Yds.	0.70	25,200.00
Short Overhaul	20,000	Cu. Yds.	0.02	400.00
Long Overhaul	80	Cu. Yds.	0.50	40.00
Finishing Roadbed & Slopes	1.1	Mile	700.00	770.00
18" Concrete Pipe	150	Lin. Ft.	4.50	675.00
6" Drain Tile	75	Lin. Ft.	2.00	150.00
Gravel in Cushion Course	3,000	Cu. Yds.	0.60	1,800.00
Hauling Cushion Materials	4,500	C.Y. Mi.	0.20	900.00
Crushed Material in Base	5,000	Cu. Yds.	2.00	10,000.00
3/4" Material in Base	1,250	Cu. Yd.	2.50	3,125.00
Sprinkling	500	M-Gal.	3.00	1,500.00
Preparation of Base	1.1	Mile	2.50	275.00
3/4" - 0" Material in Binder	120	Cu. Yd.	3.50	420.00
Furnishing & Placing Aggregates	675	Cu. Yd.	3.50	2,362.50
MC-2 Asphalt	20	Tons	60.00	1,200.00
150-200 Asphalt	50	Tons	60.00	3,000.00
RS-1 Asphalt	15	Tons	65.00	975.00
Guard Rail	1,200	Lin. Ft.	3.50	4,200.00
				$ 57,792.50
Contingencies and Engineering 20%				11,560.00
		TOTAL		$ 69,352.50

The County of Malheur

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

September 23,1957

Mr. John Hagemann
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

The Malheur County Court considers it very important that the two projects listed below be included in the next FAS program. County matching funds will be available at the time such contracts are let.

1. The completion of the north 3/4 of a mile of Lytle Blvd. (Vale-Grand Ave. section of FAS 515)
2. The improving of Foothill Drive extending 6.4 miles from the city of Vale.

Your consideration of these projects will be greatly appreciated.

Very truly yours,

G.Y. Chester
G.Y. Chester
County Judge

NOTED
JOHN O. [illegible]

RECEIVED
SEP 21 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

S-385(1) Bethel-Zena Sec. 1958

#5288

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/15/61	cc 628		527-1040-297

Contract 5285
S-385(1)

Polk County
Dallas, Oregon

Attn: Mr. Lockwood Franklin, Co. Engr.

INVOICE NUMBER
69995

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Bethel-Zena Section, FAS 744. Covered by agreement dated June 23, 1959.			
Original advance deposit	$18,380.27		
Less amount previously transferred	14,380.27		
Balance in advance deposit fund			$4,000.00
County share costs as per attached statement	$17,084.09		
Less amount previously transferred	14,380.27		2,703.82
To be retained			$1,296.18

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

[illegible] 60

FAS 744 County Polk Contract No. [illegible]

Section [illegible]

Location [illegible]

[illegible]

60C37

60C38

58C-11

[illegible]

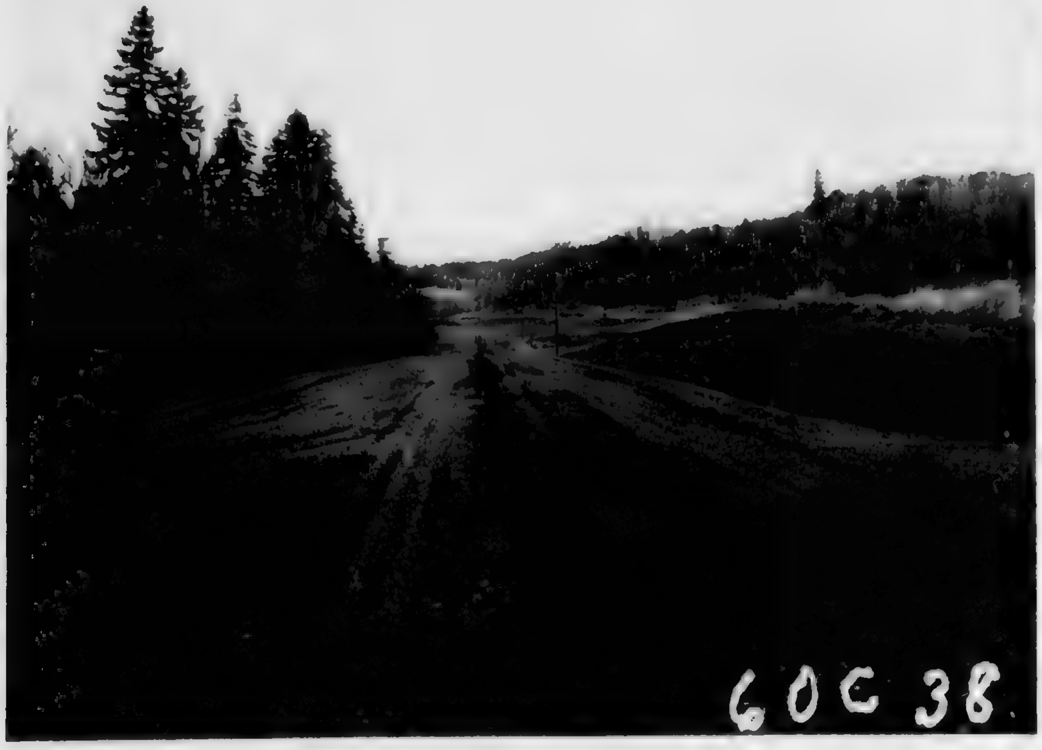
FAS 741 County Polk Contract No. [illegible]

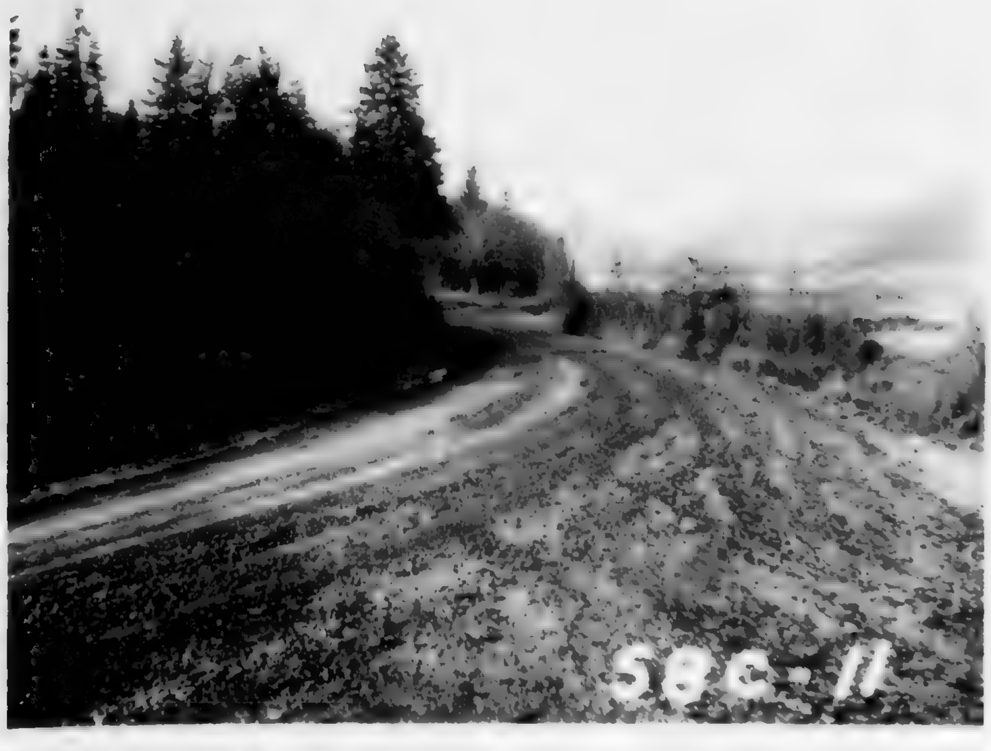
Section [illegible]

Location [illegible]

[illegible]

[illegible]


60C 38


58C-11

RECEIVED

W. C. Williams

December 9, 1959

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Grading and Stone Base
Contractor: D. F. McKenzie
Resident Engineer: Kenneth E. Bartel

Bethel-Zena Section
Contract No. 5288

Byerly Corner-West Salem Rd.
Prefix 527-1048
Project S-385(1)

5288

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	6,300.00		3,894.32	6,300.00
Drainage Excavation	358.71	Cu. Yd.	3.00	2.48	888.88	1,076.13
General Excavation	71,606.5	Cu. Yd.	0.25	0.292	20,944.08	17,901.63
Short Overhaul	141,763	Yd. Sta.	0.01	0.009	1,266.14	1,417.63
Long Overhaul	817.8	C-Yd. Sta.	0.40	0.40	323.12	327.12
Finish Roadbed and Slopes	2.15	Mile	1,000.00	865.76	1,861.39	2,150.00
Rounding Cutbanks	2,905	Lin. Ft.	0.20	0.13	387.51	581.00
12" Conc. Culvert Pipe	339	Lin. Ft.	2.00	1.92	650.00	678.00
18" Conc. Culvert Pipe	508	Lin. Ft.	3.55	3.09	1,569.83	1,803.40
36" Conc. Culvert Pipe	80	Lin. Ft.	8.00	7.05	563.66	640.00
24" Corr. Metal Pipe	134	Lin. Ft.	7.50	6.31	845.31	1,005.00
48" Corr. Metal Pipe	24	Lin. Ft.	20.00	17.35	416.28	480.00
60" Conc. Culvert Pipe	136	Lin. Ft.	20.00	18.46	2,509.92	2,720.00
Coarse Cr. Mat'l in Base	20,474.565	Ton	1.70	1.66	33,912.87	34,806.76
3/4"-0 Cr. Mat'l in Base	4,050.77	Ton	1.80	1.72	6,984.14	7,291.39
Sprinkling	693	M-Gal.	3.00	2.38	1,646.53	2,079.00
					$ 78,663.98	$ 81,257.06

Gross Revenue	$ 81,257.06
Total Cost	78,663.98
Net Profit	$ 2,593.08

Net Profit equals 3.2% of Gross Revenue

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5288

Labor:

Supervision	$ 2,100.00	
Labor	14,471.00	
Labor Insurance	1,385.34	$ 17,956.34

Materials:

12" Conc. Culv. Pipe	339 Lin. Ft. @ $1.00	339.00	
18" Conc. Culv. Pipe	508 Lin. Ft. @ $2.05	1,041.00	
36" Conc. Culv. Pipe	80 Lin. Ft. @ $5.40	432.00	
24" C.M.P. and Bands	134 Lin. Ft.	648.20	
48" C.M.P. and Bands	24 Lin. Ft. @ $12.32	295.68	
60" Conc. Culv. Pipe	136 Lin. Ft. @ $16.00	2,176.00	4,931.88

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	12,230.40	
Equipment Rental, Hired (Fully Operated)	9,664.42	
Gas, Oil, and Grease	1,825.20	
Bond	487.54	
P.U.C.	42.50	
P.L. nad P.D. Insurance	207.14	
Explosives	427.50	
Freight on Cartage	428.00	
Small Tools and miscellaneous supplies	138.75	
Amt. Paid Vanaken Sand & Gravel Co.	29,474.31	
Home Office and General Overhead	850.00	55,775.76
TOTAL COST		$ 78,663.98

Remarks - Contract No. 5288

This was a "Federal-Aid Secondary Project" calling for the grading and stone base of 2.15 miles of highway roadbed on the Bethel-Zena Section of the Byerly Corner-West Salem Road in Polk County.

The contract was bid July 29, 1958, awarded August 4, 1958. Work Started August 18, 1958 and the project was completed August 5, 1959.

The contractor moved in one D-7 cat and dozer and a crew of three men on August 18, 1958 and started the clearing and grubbing which required approximately two weeks to complete and consisted of fir, oak trees and brush.

The contractor started the excavation on August 25th with two tournapulls, two D-8 cats and scrapers, one D-8 push cat and one grader. The excavation consisted of common material with the exception of a short section that contained rock which had to be drilled and blasted. Grading operations ceased due to wet weather the week of October 25, 1958 and resumed June 3, 1959. Excavation was completed July 14, 1959. A small loss was suffered on the excavation.

The Vanakan Sand & Gravel Company moved in and set up their portable rock crushing plant at the G. Hammond Quarry located 2.5 miles northerly from station 113 and started crushing October 14, 1958, averaging approximately 100 cubic yards per hour which was good production for this type of crushing plant. The rock was hauled from the crushing plant with an average of four 10-cubic yard hired trucks and processed with the contractors equipment consisting of two graders and one roller.

The contractor had good bid prices, good equipment and personal supervision realizing a small profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

S 285(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5288	8 Final	D. Y. McKenzie	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25451	71097	$2,542.63	10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: **100 workdays from August 14, 1958**

Time Extensions: **None of record**

Completion Date: **August 5, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
ac

A

RECEIVED
OCT - 6 1959
FOR FILING

S 385(1)

5288

October 5, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5288 for grading-stone base on the Bethel-Zena Section of the Byerly Corner-West Salem Road in Polk County was completed by the contractor, D. F. McKenzie, on August 5, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $2,512.63 will be released to the contractor on or after October 15, 1959. The total contract amount is $81,257.06, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
V. R. JONES

NOTED

NOTED
Harold C. Ayers

August 28, 1959

Polk County Court
Courthouse
Dallas, Oregon

NOTED
John F. Hagemann

C 355 (1)

Gentlemen:

This is to advise you that work on Contract No. 5288, Bethel-Zena Section of FAS 744 was completed August 5, 1959.

Under the terms of the agreement signed by the Court on July 15, 1958 and by the Highway Commission on July 31, 1958, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

RECEIVED
AUG 26 1959

FOR FILING
8 325 (1)

34

A

August 25, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to D. F. McKenzie a portion of the funds heretofore retained by the Commission on Contract No. 5288, for grading and stone base on Bethel-Zena Section of Byerly Corner-West Salem Road, Polk County.

This payment, in the amount of $21,162.33, reduces the retained percentage to 3% of the total amount earned by the Contractor, or the sum of $2,434.47. The present payment will be released on or after September 4, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
8/25/59
jmc

[redacted]

NOTED
C. G. SWI[illegible]SON

NOTED

NOTED
V. R. [illegible]NES

August 13, 1959

Polk County Court ✓ Maint agree
Courthouse
Dallas, Oregon

Gentlemen:

This is to advise that work was completed August 5, 1959, on Contract No. 5288 for constructing the Bethel-Zena Section of FAS 744.

As per the agreement between county and state Polk County assumes maintenance of the completed section as of the above date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

RECEIVED
AUG 12 1959
FOR FILING
S-385(1)

5288

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed August 5, 1959, on Contract No. 5288, Bethel-Zena Section, Polk County, in connection with Federal Aid Project No. S-385(1).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

Form E-1—(Rev.)—10M—2-50

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 1959

Section Bethel - Zena

Highway Byerly - Corner West Salem Road County Polk

Contractor D. F. McKenzie

Date of contract August 4, 1958

Date work started August 18, 1958

Project authorization $ 91,921.50

Exclusive of engineering $ 85,384.86

Kind of work Grading and Stone Base

Section prefix 527-1048

Contract number 5288

Specified work days 100

Work days used 79

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $ 82,000.00

Estimated per cent overrun or underrun - 4.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 6536.64

Engineering cost to date $ 7750.00, 1.19 %

Date project was completed August 5, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	none	100%	-	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked Monday thru Wednesday blading and rolling the surfacing materials. On Wednesday the County Commission accepted the project as completed and satisfactory. Mr. J. D. Walker and Mr. Ray Asubrry were out over this project on Monday, August. 3.

CONSTRUCTION SECTION
RECEIVED
AUG 10

NOTED

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
[illegible]

Signed Kenneth E. Bartel

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.15	2.15			
Miles partially completed	"	"			
Miles completed	"	"			
Total estimated quantities (contract)	75,800 c.y.	24,350 tons			
Total quantities corrected to date	71,500 c.y.	24.524 tons			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 26 1959

FOR FILING

S 385( )

[illegible]

A

May 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 18, 1958, on Contract No. 5288, Bethel-Zena Section, in Polk County, in connection with Federal Aid Project No. S-385(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Contract 5288

RECEIVED
SEP [illegible] - 1958

FOR FILING

Monthly Transaction No. 9-59	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT** 9-3-58	County **Polk**
		Project No. **S-385(1)**

5288

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Bethel-Zena Section-Approximately 3 miles east jct. FA 9 southeast 2.4 miles on a county road**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	2.153
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 89,878.00	$ 55,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By H. Hill

State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **September 3, 1958**

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bethel-Zena Section, Project No. S-385(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bethel-Zena Section, Project No. S-385(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-122-X 25M 5-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bethel-Zena Section, Project No. S-385(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-385(1)

BETHEL-ZENA SECTION OF THE BRUSH COLLEGE-WEST SALEM ROAD IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 2010
Roadway (Sta. 92+50 to Sta. 206+18)(Contract No. 5288)

Clearing and Grubbing	All	Required	$	$ 6,300.00
Drainage Excavation, Unclassified	260	cu. yds.	3.00	780.00
General Excavation, Unclassified	75,800	cu. yds.	.25	18,950.00
Short Overhaul	169,000	yd. sta.	.01	1,690.00
Long Overhaul	1,000	C-yd.sta.	.40	400.00
Finishing Roadbed and Slopes	2.15	miles	1,000.00	2,150.00
Rounding Cutbanks	4,300	lin. ft.	.20	860.00
12-inch Concrete Pipe	650	lin. ft.	2.00	1,300.00
18-inch Concrete Pipe	460	lin. ft.	3.55	1,633.00
36-inch Concrete Pipe	100	lin. ft.	8.00	800.00
24-inch Corrugated Metal Pipe	130	lin. ft.	7.50	975.00
48-inch Corrugated Metal Pipe	26	lin. ft.	20.00	520.00
60-inch Concrete Pipe	70	lin. ft.	20.00	1,400.00
Coarse Crushed Material in Base	20,300	tons	1.70	34,510.00
3/4" - 0 Material in Base	4,050	tons	1.80	7,290.00
Sprinkling	550	M-gal.	3.00	1,650.00
				$ 81,208.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
	Subtotal			$ 81,708.00
	10% Engr. & Cont.			8,170.80
		Total		$ 89,878.80

Length of Roadway . . . . 2.153 Miles
Cost of Roadway Per Mile. $41,745.84

Federal Funds	$ 55,600.00
State Funds	17,139.40
County Funds.	17,139.40
	$ 89,878.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Polk County with the Highway Department.

Form A-130--10M--6-57

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Polk County
Dallas, Oregon

Attn: County Court

NOTED
V. R. JONES

RECEIVED
SEP 3 1958

Invoice No. 57209

Date September 2, 1958

Your Req. No.

Billing Request No. cc 442

Credit Distribution: 527-1048-897

Advance Deposit	18,380.27
Partial transfer county's share total cost of the Bethel-Zena Section, FAS 744, covered by agreement dated July, 1958.	14,380.27
To be retained	$4,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
C. G. SWENSON

State Printing 4396

Cash Received with Request: $_______________

By ______________________________

August 5, 1958.

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $13,700 in connection with the Bethel-Zena Section of FAS 744. Contract No. 5288 has been awarded to D. F. McKenzie and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

Contract #5258 Mailed
8-8-58

C. M. BARNHART
COUNTY JUDGE
PHONE MA 3-2206

G. V. REMPEL
W. FRANK CRAWFORD
COMMISSIONERS

OFFICE OF
COUNTY COURT OF POLK COUNTY
DALLAS, OREGON

July 31, 1958

State Highway Department
Attention John F. Hagemann ✓
Highway Building
Salem, Oregon

Gentlemen:

Inclosed find warrant for $13,700.00 to cover Polk County's cost deposit on F.A.S. 744 Bethel-Zena Section. Polk County has acquired all the right of way and the Contractor is free to start construction at any time.

Yours truly,

C M Barnhart
C. M. Barnhart, County Judge

RECEIVED
AUG 5 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG [illegible]
OREGON
STATE HIGHWAY COMMISSION

5288

July 30, 1958

NOTED
Harold C. Ayers

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from D. F. McKenzie of Salem for constructing the Bethel-Zena Section of FAS 744. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items		$81,208.00
Flagging		500.00
12-1/2% engineering & contingencies		10,213.50
Estimated Total Cost......		$91,921.50
Advance Deposit of 20%		$18,384.30
Less Refunds Due County		
Luckiamute River Bridge Section, FAS 193..................	$3,054.46	
W Unit, Airlie-Suver, FAS 560..................	1,625.81	4,680.27
CASH DEPOSIT................		$13,704.03 or say $13,700

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

527- 1048

JFH:[redacted]

Check received Aug 4
Cont. No. 5288
Co. notified Aug 4

Contract Mailed
8-8-58

RECEIVED
AUG 29 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

5.88

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 29, 1958

D. F. McKenzie
1465 Mission St.
Salem, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5288, awarded Aug. 4, 1958, for grading and stone base on the Bethel-Zena Section of the Byerly Corner-West Salem Road in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING
[illegible]

Salem, Oregon
August 8, 1958

Finance 217
Maint. - 36

FAS Project Agreements
Polk County

Mr. C. G. Swanson
City & County Relations Dept. Engineer
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Polk County covering the Bethel-Zena Section of FAS 744 in Polk County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to theCounty Court of Polk County.

Secretary

rm
Attach:

FORM E-30 30M 8-57—8583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Polk County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Bethel-Zena Section of FAS 744 in Polk County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 10- 31-57.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 Minute page 36
Secretary

RECEIVED
AUG 11 1958
FOR FILING

2 [illegible]

52[illegible]

August 8, 1958

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing for the records and files of Polk County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Polk County covering the Bethel-Zena Section of FAS 744 in Polk County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

[illegible]

August 4, 1958

Mr. D. F. McKenzie
1665 Mission Street
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on July 31, 1958, accepted your proposal for grading and stone base on Byerly Corner-West Salem Road in Polk County for the sum of $81,408.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5288.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 11, 1958

NOTED
John F. Hagemann

Polk County Court
Courthouse
Dallas, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Bethel-Zena Section of FAS 744 upon which bids will be received July 29 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance dposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $97,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 25.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Enc.

NOTED
Harold C. Ayers

June 18, 1958

Polk County Court
Courthouse
Dallas, Oregon

NOTED
V. R ONES

NOTED
John F. Hagemann

Gentlemen:

Attached are eight option forms in triplicate for right-of-way to be acquired for the Bethel-Zena project on FAS 744. Also attached are six prints of the right-of-way map.

It is planned to open bids on this project on July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

ORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1958

SUBJECT: OPTIONS
Bethel-Zena Section
County Road

To: Mr. Clarence Swenson
City & County Relations Engr.
OFFICE

Attached are eight option forms in triplicate for right of way to be acquired by Polk County for the Bethel-Zena County Road. This project is scheduled for letting July 10, 1958.

Also attached are seven prints of Map No. 8B-9-17, bearing our date of June 11, 1958.

File No.	Name	Area
28143	Arthur R. Dickey, et ux	0.25 Acre
28144	Ora & Katie Garver	2.1 "
28145	Ernest A. Solle, et ux	2.2 "
28146	Norman L. Rice	5.3 "
28147	John A. Cox, et ux	0.5 "
28148	Charles Gilbert, et ux	2.1 "
28149	Roy E. Barker, et ux	3.0 "
28150	Clarence F. Merrick, et ux	1.80 "

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS
AE:jm
encls. 8 Options
7 Prints

cc: R. L. Porter

RECEIVED
[illegible] 18 1958
ENGINEER
COUNTY & CITY RELATIONS

MEMO TO J. W. NASH
5/27/58

FAS 744, POLK COUNTY

TERMINI: From approximately 1 mile southeast of Bethel, southeasterly to Zena (Bethel-Zena Section).

PROPOSED WORK: Grade and drain, construct 2-lane low type surface.

PROJECT LENGTH: 2.37 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$110,000	$66,000	$22,000	$22,000 (Co.)

EXISTING FACILITY:
ROADWAY: 12' to 14' wide light gravel wearing surface on 22' to 24' roadway. Substandard grade and alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: 12' to 14' wide light gravel wearing surface on 22' to 24' roadway. County plans to reconstruct to 20' oil mat with 4' shoulders as funds become available.
EAST END: 22' wide bituminous wearing surface with 4' shoulders.

PROJECT DATA: Grade and drain to an improved grade and alignment and construct base and crushed rock wearing surface 28' wide. Polk County plans to construct a 20' wide oil mat with 4' shoulders on this section as funds become available.

ROW WIDTH: 60' minimum.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None
PUBLIC HEARING: None required.

FAS 744 serves a highly developed, diversified farming area and links the communities of Perrydale, McCoy, and Bethel with state highways. It is a school bus and mail route.

JFH:mm

NOTED
[illegible] G. SWANSON

NOTED
Harold C. Ayers

Salem, Oregon
May 14, 1958

Mr. Tom Edwards
OFFICE

Bethel-Zena Section
FAS 744, Polk County

NOTED
John F. Hagemann

NOTED
V. R. JONES

The field data for the subject named project has been reviewed with the Polk County Engineer and is satisfactory.

At the present time there is a total of $91,000 of FAS funds available for this project. The county engineer has requested that the project be scheduled for letting in the last part of July at which time additional funds as required will be available.

The county has requested that right-of-way descriptions be furnished as soon as possible.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
February 28, 1958

Bethel-Zena Section
FAS 744, Polk County

Mr. Tom Edwards
OFFICE

Based on the latest available costs of Polk County FAS projects under contract, there will be a total of approximately $90,000 available for the subject named project rather than $61,000 as originally programmed.

This project was approved by the Highway Commission on October 31, 1957, with the understanding that the funds would be adjusted as final costs became available for other FAS projects within the county.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neil
J. D. Walker

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

November 4, 1957

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

On October 31 the Highway Commission approved the Bethel-Zena project, FAS 744, as described in the attached tabulation which is believed to conform with the County's request.

After the survey has been made we will contact you and work out details of the project. The survey will be conducted under the supervision of our division office with headquarters in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

[redacted]
Att.-57-h

cc: Mr. Lockwood Franklin, Co. Engr.

NOTED
C. G. SWENSON

POLK COUNTY

PROPOSED PROJECT

FAS 744 - Bethel-Zena Section, approximately 4 miles, $61,000. This section extends from the end of the existing oil mat wearing surface near the Bethel School southeasterly to a county road junction at Zena.

The proposed project is to grade, drain, and construct a stone base and wearing surface to a finished width of 28 feet. The project is to generally follow the existing road, improving the grade and alignment to desirable AASHO standards for secondary roads in the 100 to 400 ADT group in rolling topography. At the Zena end a revision in the alignment along the north side of Barker Creek for a distance of approximately 1/3 of a mile should be considered.

The $61,000 programmed above represents the presently estimated balance of fiscal year 1959 funds available to Polk County. These funds will be adjusted as final costs for projects presently under contract become available.

The project costs will undoubtedly exceed the amount presently programmed; however, after the survey has been made and an estimate based on actual quantities is available, the county will be consulted relative to adjusting the FAS project by county performance of a portion of the work or furnishing additional funds or some other method.

(57-h)
10/4/57

I-5-4(12)233 N. Albany Interchange 1958
Structures.
#5289

RECEIVED
[illegible] 1960
FOR FILING

5089

When replying, refer to:
08-35.6

408 State Highway Building
Salem, Oregon

June 8, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

Dear Sir:

This is with reference to your letter of June 6, 1960, concerning an extension of contract time for the construction of the North Albany Interchange structures, under Project I-5-4(12)233.

We concur in your granting this time extension for the reasons set forth in your letter.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
[illegible] 1960
FOR FILING

5259

When replying, refer to:
08-35.6

408 State Highway Building
Salem, Oregon

June 8, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

Dear Sir:

This is with reference to your letter of June 6, 1960, concerning an extension of contract time for the construction of the North Albany Interchange structures, under Project I-5-4(12)233.

We concur in your granting this time extension for the reasons set forth in your letter.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

A

RECEIVED
MAR 30 1960

FOR FILING

I-5-4(12)323

5289

March 29, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter, dated March 28, has been received from Willis, Kyle & Emmons, attorneys in Albany, stating that the S & D Construction Co. has paid the account of their client, the Beaton Sand & Gravel Company.

This appears to be in connection with Contract No. 5289 with S & D Construciton Co. for the North Albany Interchange Structures, SPRR Overcrossing-Santiam Jct. section of the Pacific Highway in Linn County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD
dc

S & D Construction Co.
4930 S. E. Reedway
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

A

RECEIVED
MAR 30 1960

FOR FILING
F. 5-4(12)253

5287

March 29, 1960

Willis, Kyle & Emmons
Attorneys at Law
First National Bank Building
Albany, Oregon

Attention: Mr. C. S. Emmons

Gentlemen:

Thank you for your letter of March 28 informing us that S & D Construction Co. has paid the Beaton Sand & Gravel account in connection with our Contract No. 5289 with S & D Construction Co. for the North Albany Interchange Structures, SPRR Overcrossing-Santiam Jct. Section of the Pacific Highway in Linn County.

We will advise the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

WILLIS, KYLE & EMMONS

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 8-3329

ALBANY, OREGON

Mar. 28, 1960

Mr. Floyd Query
Secretary, Highway Commission
Highway Building
Salem, Oregon.

NOTED
FLOYD QUERY

Dear Sir:

Please be advised that the S & D Construction Co. has paid the Beaton Sand & Gravel account versus Dean Rodgers Construction Co.

This account was the basis for the notice we heretofore sent to you making claim against the surety company on the S & D Construction Co. contract for the overpasses on Highway 99E, highway contract #5289.

Please accept this letter as your authority to cancel and ignore said notice.

Yours very truly,

WILLIS, KYLE & EMMONS

By:

CSE:ht
c.c. S & D Const. Co.
c.c. Dean Rodgers Const. Co.

Oc, please handle

RECEIVED
MAR 29 1960
STATE HIGHWAY COMMISSION

RECEIVED
MAR 25 1960
FOR FILING

T [illegible]
5889

March 24, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $147.00 plus interest, which has been filed with the Secretary of State by James V. Beaton and Rosalie A. Beaton, dba Beaton Sand & Gravel Co., Albany, for materials and truck rental furnished to Dean Rodgers Construction Co., subcontractor for S & D Construction Co.

This appears to be State Highway Contract #5889 with S & D Construction Co. for the North Albany Interchange Structures, SPRR Overcrossing-Santiam Jct. Section of the Pacific Highway in Linn County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
lc

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 18, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from C. S. Emmons, Lawyer, c/o Willis, Kyle & Emmons, First National Bank Building, Albany, Oregon, and filed as of this date, a notice of claim by James V. Beaton and Rosalie A. Beaton, dba Beaton Sand & Gravel Co.., of Albany, Oregon for 18 yards of mason sand at a total cost of $82.00, 15 bags of cement delivered at a total cost of $26.00, and 6½ hours' truck rent at a total cost of $39.00, or a total of $147.00 with interest on this sum from October 1, 1959 at the rate of 6 per cent per annum, which materials and truck rent were furnished to Dean Rodgers Construction Co., a sub-contractor of S. & D Construction Co., against the bond taken from S & D. Construction Co., principal and United Pacific Insurance or Indemnity Co., surety, for the work provided for in the contract for the construction of the North Albany bridge structures as a part of the S. P. overcrossing--Santiam Junction Section of Highway 99 Freeway, Highway Commission Contract No. 5289.

We are enclosing two copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo. Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 23 1960
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: OREGON STATE HIGHWAY COMMISSION.

Notice is Hereby Given that the undersigned JAMES V. BEATON and ROSALIE A. BEATON, dba Beaten Sand & Gravel Co. of Albany, Oregon, have a claim for 18 yards of mason sand at a total cost of $82.00, 15 bags of cement delivered at a total cost of $26.00, and 6½ hours' truck rent at a total cost of $39.00, or a total of $147.00, with interest on this sum from October 1, 1959 at the rate of 6 percent per annum, which materials and truck rent were furnished to DEAN RODGERS CONSTRUCTION CO., a sub-contractor of S & D Construction Co. This claim is against the bond taken from the United Pacific Insurance or Indemnity Co. as surety and S & D Construction Co. as principal and prime contractor for the work provided for in the contract for the construction of the North Albany bridge structures as a part of the S. P. overcrossing - Santiam Junction section of Highway 99 Freeway, Highway Commission contract No. 5289.

James V. Beaton

Rosalie A. Beaton

dba Beaton Sand & Gravel Co.

File # 3686

FILED
MAR 18 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 18 1960
HOWELL APPLING
Secretary of State

A

RECEIVED
MAR 25 1960
FOR FILING

I 5-4(c)[illegible]

5289

March 24, 1960

Willis, Kyle & Emmons
First National Bank Building
Albany, Oregon

Attention: Mr. C. S. Emmons

Gentlemen:

This is to acknowledge receipt of your letter of March 17 with the attached notice of claim on behalf of James V. Beaton and Rosalie A. Beaton, dba Beaton Sand & Gravel Co., Albany. This claim is in the amount of $147.00, with interest from October 1, 1959, at the rate of 6 percent per annum, for materials and truck rental furnished to Dean Rodgers Construction Co., a subcontractor for S & D Construction Co., prime contractor.

This is State Highway Contract No. 5289 with S & D Construction Co. for the North Albany Interchange Structures, SPRR Overcrossing-Santiam Jct. Section of the Pacific Highway in Linn County.

We have received notification from the Secretary of State that this claim was filed in his office on March 18, 1960, his File No. 3686.

We will advise the surety and the contractor that the claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

WILLIS, KYLE & EMMONS

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 8-3329

ALBANY, OREGON

Mar. 17, 1960

Mr. Floyd Query
Secretary, Oregon State Highway Commission
Highway Building
Salem, Oregon.

Dear Sir:

We are herewith enclosing notice of claim filed with you as secretary of the Oregon State Highway Commission on behalf of James V. Beaton and Rosalie A. Beaton.

This claim is filed against the sureties on your Highway Contract #5289 and pursuant to the provisions of Sec. 279.528 ORS.

We are also enclosing copy of transmittal letter to the office of the Secretary of State.

#5289

Yours very truly,

WILLIS, KYLE & EMMONS

By

CSE:ht
Enc.

Ch. C.,
please handle
FQ

checked with Geo. Stevens, he is processing claim and will send info-to us shortly.
C.H.
3-21-60

NOTED
C. W. HEAD

RECEIVED
MAR 18 1960
OREGON
STATE HIGHWAY COMMISSION

WILLIS, KYLE, & EMMONS

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH [illegible]

ALBANY, OREGON

Mar. 17, 1960

COPY

Hon. Howard Appling
Secretary of State
State Capitol Building
Salem, Oregon.

Dear Mr. Appling:

We are herewith enclosing a notice of claim on a Highway Commission performance bond being filed with you pursuant to the provisions of Section 279.528 ORS on behalf of James V. Beaton and Rosalie A. Beaton, dba Beaton Sand & Gravel Co. of Albany, Oregon.

Yours very truly,

WILLIS, KYLE & EMMONS

By:

CSE:ht
Enc.

WILLIS, KYLE, & EMMONS

MILLARD F. WILLIS
SAM KYLE
C. S. (PAT) EMMONS

LAW OFFICES
FIRST NATIONAL BANK BUILDING
WABASH 6-[illegible]

ALBANY, OREGON

COPY

Mar. 17, 1960

Dean Rodgers Construction Co.
6811 SE Glen Echo Ave.
Milwaukie, Oregon.

Gentlemen:

You will hereby take notice that we have this date filed with the Secretary of State and the Secretary of the Highway Commission a claim against the surety bond of the S & D Construction Co. for the $147.00 you have failed to pay to Beaton Sand & Gravel Co.

The secretary of the Highway Commission and the Secretary of State both will undoubtedly immediately notify S & D Construction Co. as the job was approved on September 24 and the six months are about up and we would expect there is some hold-back money that S & D Construction Co. is figuring on collecting shortly. This will hold up at least $147.00 of their money.

Yours very truly,

WILLIS, KYLE & EMMONS

By:

CSE:ht
Enc.

NOTICE OF CLAIM

To: OREGON STATE HIGHWAY COMMISSION.

Notice is Hereby Given that the undersigned JAMES V. BEATON and ROSALIE A. BEATON, dba Beaton Sand & Gravel Co. of Albany, Oregon, have a claim for 18 yards of mason sand at a total cost of $82.00, 15 bags of cement delivered at a total cost of $26.00, and 6½ hours' truck rent at a total cost of $39.00, or a total of $147.00, with interest on this sum from October 1, 1959 at the rate of 6 percent per annum, which materials and truck rent were furnished to DEAN RODGERS CONSTRUCTION CO., (a sub-contractor) of S & D Construction Co. This claim is against the bond taken from the United Pacific Insurance or Indemnity Co. as surety and S & D Construction Co. as principal and prime contractor for the work provided for in the contract for the construction of the North Albany bridge structures as a part of the S. P. overcrossing - Santiam Junction section of Highway 99 Freeway, Highway Commission contract No. 5289.

James V. Beaton
Rosalie A. Beaton
dba Beaton Sand & Gravel Co.

RECEIVED
OCT 21 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT

Oct. 20, 1959
(date)

FC 4(12)623
(CONTRACT NO.)

5289
(VOUCHER NO.)

10 Final
(EST. NO.)

S & D Construction Co.
(CONTRACTOR)

25270
(WARRANT NO.)

69807
(AMOUNT)

$19,171.46
(DATE)

10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G.R.
ACCOUNTING DIVISION

Specified completion date: 180 workdays from October 10, 1958

Time Extensions: 1 Extension of Time (26 days)

Completion Date: September 14, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
Lc

RECEIVED
OCT - 2 1959
FOR FILING
I-5-4(12)233

5289

October 2, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5289 for construction of the North Albany Interchange Structures on the SPRR Overcrossing-Santiam Jct. Section of Pacific Highway in Linn County was completed by the contractor, S & D Construction Co., on September 14, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $19,171.46 will be released to the contractor on or after October 13, 1959. The total contract amount is $260,691.98, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
SEP 25 1959
FOR FILING

[illegible]

5287

A

September 25, 1959

S & D Construction Co.,
4930 SE Roadway
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 24, 1959, had under discussion your request for an extension of time for 30 additional workdays within which to complete your contract #5289 for the North Albany Interchange Structures on the SPRR Overcrossing-Santiam Jct. Section of Pacific Highway in Linn County.

We are pleased to inform you that the Highway Commission granted you 26 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt, any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
cc: J. D. Walker
L. L. Jensen
Ivan D. Merchant

NOTED ON CARD
ic

RECEIVED
AUG 31 1959
FOR FILING

I 5 4 - 233

527

August 28, 1959

Request for Extension of
Time No. 3
September 24 and 25 Meeting

Oregon State Highway Commission

Gentlemen:

Re: Contract No. 5279
North Albany Interchange Structures
F.A.P. No. I-5-4(12)233

Contract No. 5279 for the construction of five structures, known as the North Albany Interchange Structures, was awarded August 4, 1959 to the S & D Construction Company.

After this project was advertised and before bids were opened, the Bureau of Public Roads requested major changes on four of the structures. This major change increased the amount of the contract by approximately $31,000. The S & D Construction Company agreed to accept the revised plans at their unit bid prices. At this time, it was understood that if additional time was necessary for construction over the 180 days allowed in the contract that additional days would be allowed proportional to the increase in the amount of the contract. This proportionate increase in the workday count will add 26 days or a total of 206 workdays for the project.

The contractor is asking for 30 additional workdays, however, he will be able to complete the project in 26 workdays. This is a Federal-Aid Interstate project, and this extension of time due to the increase in dollar volume of the contract has the approval of the Bureau of Public Roads.

I recommend that the contractor be given 26 additional workdays on this contract without assessment of liquidated damages.

Very truly yours,

IDM/mm

Forrest Cooper
Acting State Highway Engineer

Attached

A

RECEIVED
JUL 24 1959
FOR FILING

5289

July 23, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to S & D Construction Company a portion of the funds heretofore retained by the Commission on contract #5289, for the North Albany Interchange Structures on the SPRR Overcrossing-Santiam Jct. Section of Pacific Highway in Linn County.

This payment, in the amount of $4,153.61, reduces the retained percentage to the lump sum of $15,000.00. The present payment will be released on or after August 3, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
DEC 26 1958
FOR FILING
I 5 4-2(12)225

5289

December 24, 1958

Oregon State Highway Commission

Gentlemen:

When the contract for the North Albany Interchange Structures, Contract No. 5289, was awarded it was on a basis of a 30-foot roadway on each of the four structures included in this contract. After the award of contract, we were notified by the Bureau of Public Roads that their Washington office had directed that the roadway width be widened to 40 feet in order to provide for the carrying of roadway shoulders across the structures.

We have negotiated a price agreement with the contractors whereby they accept the additional quantities at their bid prices. This will, however, result in an increase in the contract of approximately $50,000. Your authorization of an increase in the allocation for this project in the amount of $50,000 is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:er:ae

cc to: Mr. G. S. Paxson
Mr. C. H. Maison
Project

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 25 1958
FOR FILING

[illegible]

5289

Sept. 25, 1958

S & D Construction Company
4930 S. E. Reedway
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5289, awarded Aug. 4, 1958, for North Albany Interchange Structures on SPRR Overcrossing-Santiam Junction Section of the Pacific Highway in Linn County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 25 1958
FOR FILING

I-5-4 [illegible]

5289

August 4, 1958

S & D Construction Company
4930 S. E. Reedway
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your proposal for North Albany Interchange structures on Pacific Highway in Linn County for the sum of $211,221.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer awarded you today the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5289.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

TIC SERVICE
k the class of service desired;
otherwise this message will be
sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise the message will be
sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 4, 1958

S & D Construction Company
4930 S. E. Reedway
Portland, Oregon

Contract for North Albany Interchange structures, Linn County, for which you submitted low bid on July 10, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TER

SERVICE	
class of service desired; wise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 4, 1958

Telephoned
in
5:00 p.m.
Aug. 4, 1958

S & D Construction Company
4930 S. E. Reedway
Portland, Oregon

Contract for North Albany Interchange structures, Linn County, for which you submitted low bid on July 10, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

I-5-4(12)23

When replying, refer to:
08-35.4-0

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that the low bidder has agreed to proposed changes in the plans, we hereby concur as of this date in award of contract No. 5289 for the North Albany Interchange Structures on Oregon Project I-5-4(12)233, S.P.R.R. Overcrossing-Santiam Jct. Section of the Pacific Highway, to S. & D. Construction Company of Portland, Oregon, low bidder in the amount of $214,221.50 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
G. S. PAXSON

Orig. to Bridge Dept.

RECEIVED
AUG 5 1958
FOR FILING

I 5-4(12)233

5284

August 4, 1958

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: North Albany Interchange Structures
F.A.P. I-5-4(12)233

On July 10, the Highway Commission accepted the low bid of S & D Construction Company of Portland in the amount of $211,221.50 for the above project and directed the Engineer to award the contract to said bidder as soon as concurrence in plan changes was received from said bidder.

The bidder has agreed to accept the contract accepting the plan changes and payment for the additional work involved in the plan changes at contract unit bid prices. In view of this, I propose to award the contract to the low bidder as of this date. May I have your concurrence in the award of this contract.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/mm
[illegible]

RECEIVED
[illegible] 1958
FOR FILING

I-5-4(12)23308-35.6

5289

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(12)233, old I-328(3), North Albany and Santiam Highway Interchanges structures, S.P.R.R. O'King-Santiam Jct. Sec., Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

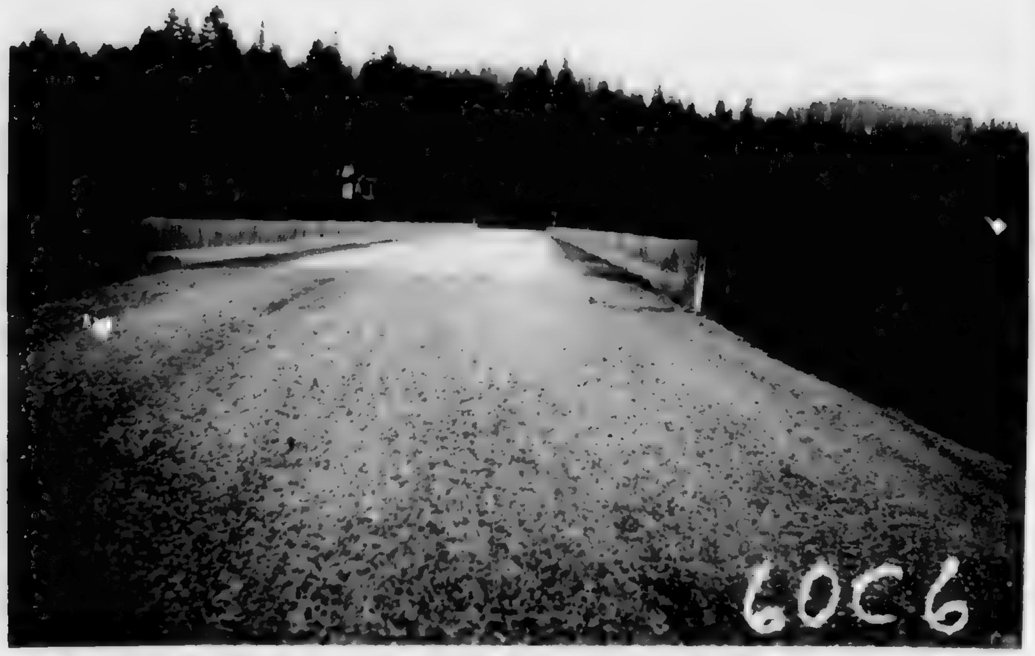
COPY SENT
JUN 25 1958
Washington

Original to
Bridge Dept.

S-374(2) Gravelford Br. over North 1958
Fork Coquille River
#5290

S-374(2)
FAS 252

Gravelford Bridge, from SE 59-C-39 3/18/59



Gravelford Bridge, from SE 60C6 1/5/60

County of Coos

NOTED
C. G. SWENSON

(A-2-4(5)
FAS 252)

Coquille, Oregon
January 4, 1960

Mr. C. G. Swenson
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
V. R. JON

File ✓

Dear Mr. Swenson:

This is to officially advise you that Coos County has decided to delay indefinitely the construction of the FAS Bridge project at Bridge, Oregon. Our decision has been brought about because of the incompletion of the plans at this time for re-routing Highway 42 at that point.

FAS 806
Jul. 58 h

FAS funds previously programmed for the above project may now be released for other projects; namely, the Spruce Street fill just east of the City of Myrtle Point.

It is our desire to have you proceed with plans for constructing a fill and trestle across the low area directly at the east end of the present Spruce Street Bridge in Myrtle Point, Oregon.

FAS 251
Jan. 60-a

Thank you very much for the refund of $2,870.26 on the Gravelford and $2,813.76 on the North Fork (Fairview) Bridges. We can use it.

FAS 252

Please accept the thanks of the Coos County Court for all of the cooperation and help which you, your assistant, Fred Hagemann, and the other members of your staff have been to us during the past year.

Drop in to see us when you can.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

Walter Barklow
Walter Barklow
Commissioner

RECEIVED
JAN [illegible]
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

A-374(2)

NOTED
C G. SWENSON

December 29, 1959

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Gravelford Bridge on FAS 252. As shown in the attached cost statement, a refund of $2,870.26 is due the county in connection with this project. The refund will be made by means of a check from our accounting division within the next few days.

Based on the final costs for the above project, Coos County now has total FAS funds of $140,000 (includes federal, state, and county funds) available for uncontracted projects. This $140,000 supersedes the $137,000 shown in the status report dated 10/28/59.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. Floyd Robb, County Engineer

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63312

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12/31/59	[illegible]	

CREDIT DISTRIBUTION [illegible]

NOTED

Coos County
Coquille, Oregon
Attn: County Court

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
E. G. SWENSON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: [illegible] Bridge, [illegible], account of agreement dated 7/[illegible]			
Original advance deposit		[illegible]	
Less amount previously transferred		[illegible]	
Balance in advance deposit			[illegible]
County share total costs as per attached statement		[illegible]	
Less amount previously transferred		[illegible]	[illegible]
Balance			[illegible]
REFUND THE COUNTY			

NOTED
JOHN D. GRAHAM

NOTED
NOTED
V. R. JONES

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $ __________
By __________

A 150X (REVISED 10-59)

Completed 6/26/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Coos Contract No. 5290 Date 12/29/59

FAS 252 Section Gravelford Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				$128,115.20
Construction Engineering.				9,129.26
TOTAL CONSTRUCTION COSTS				$137,244.46
FEDERAL FUNDS COLLECTED FOR PROJECT.				$ 84,985.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total cost and federal funds

($137,244.46 - $84,985) X 1/2 = $26,129.74

County Advance Deposit	$29,000.00
Less County Share	26,129.74
REFUND DUE COUNTY.	$ 2,870.26

JFH:mm

Item	Unit	Unit Prices	Total Quantities	Total Amount
Shoring, Cribbing, Etc.	all	$ 8,000.00	All	$ 8,000.00
Structural Excavation	c.y.	5.00	468.32	2,341.60
Excav. Below Elevat. Shown	c.y.	10.00	6.96	69.60
Furnish Treated Tbr. Piling	L.F.	1.40	7,800	10,920.00
Furnish Timber Piling	L.F.	.60	1,440	864.00
Drive Piles	each	45.00	146	6,570.00
Class "A" Concrete	c.y.	67.00	942	63,114.00
Metal Reinforcement	lb.	.135	249,000	33,615.00
Treated Timber in Place	M/FBM	300.00	7.77	2,331.00
8" Metal Drain Pipe	l.f.	3.00	90	270.00

TOTAL - $ 128,115.20

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED

August 28, 1959

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. [illegible]

Gentlemen:

This is to advise you that work on Contract No. 5290, North Fork Coquille River (Gravelford) Bridge on FAS 252 was completed on June 26, 1959.

Under the terms of the agreement signed by the Court on July 21, 1958 and by the Highway Commission on July 31, 1958, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. O. Swenson
Engineer, County & City Relations

JDG:eg

cc: Mr. Floyd Robb
County Engineer

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
✓Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance......	$3,483,000

58-f Apprvd 9/11/58

A

RECEIVED
[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 17, 1959

S-374 (2)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5290	11 Final	Sig Andersson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19842	19518	$10,262.43	8/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **200 workdays from August 16, 1958**

Time Extensions: **None of record**

Completion Date: **June 26, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 18, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 18 1959

NOTED ON CARD
ec

pc

RECEIVED
AUG - 1959
FOR FILING

[illegible]

5290

August 4, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5290 for the construction of the Gravelford Bridge on the North Fork Coquille River Section of the Myrtle Point-Fairview County Road (FAS 252) was completed by the contractor, Sig Andersson, on June 26, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $10,262.43 will be released to the contractor after acceptance by the Commission. The total contract amount is $128,115.20, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Monthly Transaction No. RECEIVED SEP 1 - 1958 9	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Coos**
Project Report No. **3** FOR FILING	FEDERAL-AID PROJECT AGREEMENT 9.3-58	Project No. **S-374(2)**

5200

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North Fork Coquille River (Gravelford) Bridge-approximately 8 miles N. E. junction FA 34 on a county road**

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**6-24-58**	**0.106**
Other (*Specify*)		

FUNDS

Estimated total cost of project $ **141,683.00**	Federal funds $ **87,700.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **September 3, 1958**

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sirs:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Gravelford Bridge (N. Fork Coquille River) Section, Project No. S-374(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Gravelford Bridge (N. Fork Coquille River), Project No. S-374(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-374(2)

GRAVELFORD BRIDGE (N. FORK COQUILLE RIVER) ON THE MYRTLE POINT-FAIRVIEW ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Gravelford Bridge (Sta. 29+50 to Sta. 35+10)(Contract No. 5290)

Shoring, Cribbing, Etc.	All	Required	$	$ 8,000.00
Excavation	540	cu. yds.	5.00	2,700.00
Excavation Below Elevations Shown	50	cu. yds.	10.00	500.00
Furnish Untreated Timber Piling	1,440	lin. ft.	.60	864.00
Furnish Treated Timber Piling	7,800	lin. ft.	1.40	10,920.00
Drive Timber Piles	146	only	45.00	6,570.00
Class "A" Concrete	942	cu. yds.	67.00	63,114.00
Metal Reinforcement	249,000	lbs.	0.135	33,615.00
Treated Lumber	7.5	M-fbm	300.00	2,250.00
8-inch Corrugated Metal Pipe	90	lin. ft.	3.00	270.00
	Subtotal			$128,803.00
	10% Engr. & Cont.			12,880.30
		Total		$141,683.30

Length of Structure . . . . . . 0.106 Mile

Federal Funds	$ 87,700.00
State Funds	26,991.65
County Funds.	26,991.65
	$141,683.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Coos County with the Highway Department.

Form A-150—10M—8-57

N O [illegible] D
Har[illegible] [illegible]ers

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

RECEIVED
SEP 3 1958

Coos County
Coquille, Oregon

Attn: County Court

Invoice No. 57208

Date September 2, 1958

Your Req. No.

Billing Request No. co 439

Credit Distribution: 506-1076-297

Advance Deposit	29,000.00
Partial transfer county's share total cost of Gravelford Bridge, FAS 252, covered by agreement dated July, 1958.	23,000.00
To be retained	$6,000.00

NOTED
G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 4396

11

August 8, 1958

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $29,000 in connection with the Gravelford Bridge on FAS 252. Contract 5290 has been awarded to Sig Anderson and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

Contract Sent
8-12-58

NOTED
C. G. SWENSON

County of Coos

COQUILLE, OREGON

August 5, 1958

Mr. John F. Hagemann ✓
Assistant County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Enclosed herewith is our check in the amount of $29,000.00 for Coos County's advance deposit for construction of the Gravelford Bridge on FAS 252.

Very truly yours,

June Simmons
Secretary to the
County Court

Enclosure - $29,000.00

RECEIVED
AUG [illegible] - 1958
OREGON
STATE HIGHWAY COMMISSION

[illegible]
V.R

July 30, 1958

NOTED
Harold C. Ayers

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Sig Anderson of Coos Bay for constructing the Gravelford Bridge on FAS 252. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$128,803.00
12-1/2% engineering & contingencies	16,100.38
Estimated Total Cost	$144,903.38
County Advance Deposit of 20%.......	$ 29,000.00

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

506 - 1076

Check rec'd 8/6/58
Cont. No 5270

Contract Sent
8-12-58

RECEIVED
AUG 26 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

8-374(2)

5290

Aug. 26, 1958

Sig Anderson
8th & Teakwood
Coos Bay, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5290, awarded Aug. 6, 1958, for Gravelford Bridge on the North Fork Coquille River Section of the Myrtle Point-Fairview County Road (FAS 252) in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
[illegible]
FOR FILING
X-371(2)
5290

#5290

Finance - 221
Maint. - 370

Salem, Oregon
August 11, 1958

FAS Project Agreements
Coos County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Coos County covering the Gravelford Bridge-N. Fork Coquille River Bridge on FAS 252 in Coos County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Coos County.

Secretary

rn
Enc.

FORM E-30 50M 8-57—[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Coos County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Gravelford Bridge-N Fork Coquille River Bridge on FAS 252 in Coos County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 9-12-57

John D Graham
John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-12-57 Minute Page 34
H B Glaisyer
Secretary

RECEIVED
AUG 12 1958
FOR FILING

292

August 11, 1958

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing for the records and files of Coos County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Coos County covering the Gravelford Bridge-N. Fork Coquille River Bridge on FAS 252 in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

[illegible]

August 6, 1958

Mr. Sig Andersson
1371 Bayview
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on July 31, 1958 accepted your proposal for the Gravelford Bridge over the North Fork of the Coquille River in Coos County for the sum of $128,803 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5290.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 6, 1958

Mr. Sig Andersson
1371 Bayview
North Bend, Oregon

Dear Mr. Andersson:

Contract for Gravelford Bridge over North Fork Coquille River, Coos County, for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C, W, Head
Files

Oregon Project S-374 (2)
FAS 252

RESOLUTION

WHEREAS, a county road in Coos 7-21-58 County, State of Oregon, known as the Myrtle Point-Fairview County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over the North Fork Coquille River at Gravelford.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road known as the Myrtle Point - Fairview County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 21st day of July, 1958.

By:

County Judge James A. Harrison

County Commissioner Fred A. Kruse

County Commissioner ______________

ATTEST:

____
County Clerk

cc-12(1956)

NOTED
Harold C. Ayers

NOTED
V. R JONES

July 18, 1958

NOTED
John F. Hagemann

Coos County Court
Courthouse
Coquille, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Gravelford (North Fork Coquille River) Bridge on FAS 252 upon which bids will be received July 29.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $175,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 27, 1958

Mr. Floyd Robb
Coos County Engineer
P. O. Box 666
Coquille, Oregon

FAS 252

NOTED
John F. Hagemann

Dear Mr. Robb:

As per our telephone conversation I checked with the Bridge Division on the Gravelford Bridge and have been advised that the south or Myrtle Point end of the bridge will fall at approximately Station 30+50 and the northerly toe of the fill will be at approximately Station 30+85.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

1-1

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
V R [illegible]

MEMO TO J. W. NASH
5/6/58

FAS 252, COOS COUNTY

TERMINI: Bridge over the North Fork Coquille River located at Gravelford approximately 8 miles northeasterly of the junction of FAS 252 with FAP Route 14. (Gravelford (N. Fork Coquille River) Bridge).

PROPOSED WORK: One concrete bridge 470' long.

PROJECT LENGTH: 0.089 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$150,000	$90,000	$30,000	$30,000 (County)

EXISTING FACILITY:
STRUCTURE: 596' of untreated pile trestle spans and a 60' log span, H.C. - 17'. This span has deteriorated and is no longer adequate for present traffic.

ADJACENT SECTIONS:
NORTH END: 22' wide gravel surface on 24' roadway.
SOUTH END: 19' wide bituminous wearing surface on 24' roadway

PROJECT DATA: Construct 250' of reinforced concrete deck girder approach spans on treated piling and 220' of R.C.D.G. main spans. Total length 470'; H.C. 26'. The new structure will be constructed on a new location parallel to and easterly of the existing bridge. Road approaches as required will be constructed by Coos County to state standards without federal cooperation.

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exception.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.

FAS 252 serves a highly productive dairy farm area and is a heavy log haul route. It is also a school bus and mail route.

JFH:mm

NOTED
C. G. SWANSON

NOTED
[illegible]

NOTED
Harold C. Ayers

May 1, 1958

Mr. Floyd A. Robb
Coos County Engineer
P. O. Box 666
Coquille, Oregon

NOTED
John F. Hagemann

Dear Mr. Robb:

Enclosed are four copies each of option forms covering right-of-way required for the Gravelford Bridge Section of FAS 252. It has been tentatively planned to accept bids on this bridge in July of this year and in May or June for the Cooper Bridge.

Please forward one signed copy of each option if options are obtained or advise by letter when all right-of-way has been acquired. If you advise by letter only, list any agreements with the property owners that might affect our construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1958
Salem, Oregon

SUBJECT: Options
Gravelford Bridge Sec.
Myrtle Point-Gravelford Rd.

To: C. G. Swenson,
County-City Relations Engr.
OFFICE

Attached you will find 4 option forms in quadruplet covering right of way to be acquired in connection with Gravelford Bridge Section of the Myrtle Point-Gravelford Road in Coos County. This contract is scheduled for letting June 19, 1958.

We are forwarding, under separate cover, 4 prints of map number 10C-32-2 covering this area and bearing our date of April 28, 1958.

27910	Paul B. & Opal S. Davis	1.3	acres
27911	Glenn Thompson	0.33	"
27912	Hubert A. & Mabel A. Hoyt	0.28	"
27913	Frank & Julia Harnish	0.22	"

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM
blr
enc. 4 options

cc: R. L. Porter

RECEIVED
MAY 1 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JO

NOTED
Harold C. Ayers

Salem, Oregon
March 26, 1958

Cooper & Gravelford Bridges
FAS 252, Coos County

Mr. Ivan Merchant
OFFICE

NOTED
John F. Hagemann

Mr. Robb, Coos County Engineer, and Mr. Kruse, Coos County Commissioner, were in Salem this date and reviewed the preliminary design for the subject named county FAS bridge projects.

Our preliminary design for the Cooper Bridge is very satisfactory to both gentlemen and they asked that we proceed with contracting of this bridge as soon as possible and that bids be accepted not later than May 29 if at all possible as water conditions for construction of this bridge are satisfactory during a limited period. Removal of the existing bridge and stockpiling the timber truss members on the county quarry site adjacent to the bridge end should be included in the FAS project.

The County requested that we redesign the north, or Gravelford, end of the Gravelford bridge so as to permit a turning radius sufficient to accommodate log trucks turning on to the FAS route from the road making a junction immediately north of the bridge. The FAS project would be for the structure only. Coos County will remove the existing bridge and construct road approaches as required. The County requested that this structure be scheduled for contracting during July of this year.

Mr. Ricketts and Mr. Hart are both familiar with the points discussed during the review of these two bridges.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
MAR 17 1958
FOR FILING

S-374 (2)

5290

Salem, Oregon
March 14, 1958

Cat 05-374(1)
236.

Report on Cooper and Gravelford Bridges

Mr. Ivan D. Merchant

Herewith is a report on the Cooper and Gravelford Bridges over the North Fork, Coquille River in Coos County.

In the case of Cooper Bridge, I recommend a bridge about the same length as the present bridge. In the case of Gravelford, I recommend a bridge between Plans 2 and 3 - say from Sta. 30+50 to Sta. 35+20.

Roy C. Edgerton

cc Mr. G. S. Paxson

Attachment

Waterway Study

COOPER AND GRAVELFORD BRIDGES

NORTH FORK - COQUILLE RIVER

COOS COUNTY

Cooper Bridge is located about 4.0 miles upstream from the junction of the North and South Forks of the Coquille River. Gravelford is located about 8.7 miles from the junction of the North and South Forks and about 0.1 mile upstream from the junction of the North and East Forks. Both are County bridges and both are scheduled for replacement.

The U. S. Geological Survey maintained a gaging station on the North Fork of the Coquille River about 0.25 mile downstream from the mouth of the East Fork from 1929 to 1946. Outside the period of record, the stage of the major flood in the winter 1909-1910 was determined at the time the station was established and the stages of flood since the station was discontinued have been determined from high water marks. A complete station record is attached as Appendix A.

The 1909-1910 flood of 32,600 c.f.s. plots at a frequency of 40 years. This has been selected as the design flood. As compared with the 276 square miles at the gaging station, the drainage areas are about 290 square miles at Cooper Bridge and 149 square miles at Gravelford Bridge. The corresponding floods are 35,000 c.f.s. at Cooper and 20,000 c.f.s. at Gravelford. The 1909-1910 stage was 4.2 feet higher than the 1955 stage at the gaging station. This same difference was applied without any particular logic to the 1955 elevation of 42.8 feet (MSL) elevation at Cooper to give a design elevation of 47.0 feet. Again, without any logic, the 1955 elevation at Gravelford of 52.45 was increased to 55.0 feet for a design stage for backwater and velocity computation. A stage of 56 or 57 feet might well be considered for clearance.

Calculations pertaining to Cooper Bridge are summarized in the following table:

COOPER BRIDGE

Effects of 35,000 c.f.s. Design Flood at 47-foot Stage.

	Length Ft.	Area Sq. Ft.	Average Channel Velocity f.p.s.	Average Flood Plane Velocity f.p.s.	Backwater Head Ft.
No Bridge		15,245	3.35	1.38	0
Present Bridge	465	10,800	3.92	1.70	0.10
Bridge 100' Shorter (1)	365	9,045	4.29	1.83	0.13

(1) Approach fill extended 40 feet on right bank and 60 feet on left bank.

Erosion on the left bank below the bridge has been active during a recent rather minor flood. Anything that increases the velocities may be expected to increase the degree and extent of erosion.

In the case of the Gravelford Bridge, five plans were considered. These were:

Plan 1 - Structure from Sta. 27+75 to Sta. 35+20. As it affects the stream flow, this would be the same as the present bridge and essentially the same as no bridge.

Plan 2 - Structure from Sta. 29+50 to Sta. 35+20.

Plan 3 - Structure from Sta. 30+90 to Sta. 35+20.

Plan 4 - Structure from Sta. 27+75 to Sta. 30+00 and Sta. 32+70 to Sta. 35+20.

Plan 5 - Structure from Sta. 32+70 to Sta. 35+20 with the channel widened to 90 feet at elevation 20 feet under the bridge.

Note that Plans 2, 3, and 5 would require a 36-inch culvert at Sta. 28+50.

Calculations pertaining to the Gravelford Bridge are summarized in the following table:

GRAVELFORD BRIDGE

Effects of 20,000 c.f.s. design flood at 55-foot stage.

	Length Ft.	Area Sq.Ft.	Average Channel Velocity f.p.s.	Average Flood Plane Velocity f.p.s.	Backwater Head Ft.
Plan 1	745	13,200	2.11	1.19	0
Plan 2	570	10,400	2.48	1.53	0.04
Plan 3	430	8,310	2.95	1.83	0.05
Plan 4	475	8,380	2.85	1.52	0.04
Plan 5	250	6,510	3.07	none	0.15

Roy C. Edgerton
March 13, 1958

APPENDIX A

Record - USGS Gaging Station, North Fork Coquille River near Myrtle Point, Oregon. Location - 0.25 mile downstream from junction with East Fork. Drainage area - 276 square miles. Gage zero - 10.94 feet MSL, 1929 adj (approximately 11.5 feet, 1947)

Water Year	Date	Stage Feet	Discharge cfs (1)
1929	1-3-29	(2)	6,560
1930	12-19-29	(2)	8,390
1931	4-1-31	26.55	6,630
1932	3-19-32	33.00	11,700
1933	1-3-33	35.70	16,900
1934	1-23-34	29.00	7,600
1935	12-20-34	31.74	10,100
1936	1-11-36	34.2	13,900
1937	2-4-37	31.90	9,900
1938	3-19-38	35.27	16,100
1939	2-6-39	30.72	8,730
1940	2-17-40	29.74	7,530
1941	12-21 & 27-40	32.31	10,400
1942	11-15-41	35.31	16,100
1943	12-31-42	38.30	23,900
1944	11-5-43	31.33	9,070
1945	2-14-45	32.35	10,500
1946	12-28-45	39.30	26,900
Information from outside period of record			
1909-10	Winter	41.2	32,600 (3)
1951	10-28-50	35.8	17,100 (4)
1953	1-18-53	32.5	10,800 (4)
1956	12-22-55	37.0	20,000 (4)

(1) Most of the discharges have been revised since the flood of December 1955 and do not agree with previously published values.

(2) Different gage zero at that time.

(3) Gage height from published USGS records. Discharge from rating curve extension.

(4) Gage heights from unpublished USGS records. Discharges from rating table.

NOTED
J. R. JONES

September 19, 1957

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

On September 12th the Highway Commission approved the county FAS project on FAS 252 in Coos County as described in the attached tabulation which is believed to conform with the County's request.

The survey for these bridges will be performed under the supervision of our division office with headquarters in Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att. - (57-g)

cc: Mr. Floyd Robb, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COOS COUNTY
PROPOSED PROJECT

FAS 252 - Cooper and Gravelford Bridges (2), $208,000. The Cooper Bridge is over the North Fork Coquille River and is located approximately 4 miles northeasterly of the junction in Myrtle Point of FAS 252 with FAP Route 14 (Coos Bay-Roseburg Highway). The Gravelford Bridge is over the North Fork Coquille River and is located approximately 8 miles northeasterly of the same junction.

The proposed project is to replace both existing structures with new bridges each having a roadway width of 26'. The FAS project will be for the structures only (including removal of existing bridges). Coos County will construct road approaches as required.

The Cooper Bridge will be on the same site as the existing structure; however, the county would prefer that it be located immediately north of and parallel to the existing bridge if economically feasible. This will permit use of the existing bridge during construction. If such a parallel location would entail too much additional cost, the road can be closed during construction and the new bridge constructed on the same location as the existing bridge. The existing treated timber truss should be dismantled and stockpiled for county use near the quarry site at the west end of the bridge.

The Gravelford Bridge will be on approximately the same location as the existing bridge with a slight line change on the southerly end of the bridge. The road will be closed during construction; however, construction should be carried on and completed between May 1 and September 30.

Mr. Floyd Robb, County Engineer, should be consulted prior to and during the location survey. Mr. Ricketts, Assistant Bridge Engineer, is familiar with both bridges.

Tab. 58-F = add funds
(Sept 1958)

(57-g)
8/14/57

S-105(2) Logsden Br. over Siletz River 1958
#5291

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63715

DATE	BILLING REQ. NO.	OUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

Contract 5391
S-105(2)

[illegible]
[illegible]
[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

RECEIVED
FEB 4 - 1960
COUNTY

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]	[illegible]		
[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		
[illegible]	[illegible]		[illegible]
[illegible]			[illegible]

NOTED
V. R. JONES

NOTE[illegible]
JOHN D. GRAHAM

ACK[illegible] OF BILLING REQUEST
[illegible] Request $
By

A 150X (REVISED 12-59)

NOTED
V. R. JONES

NOTED
C. G. SWENSON

February 1, 1960

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Siletz River (Logsden) Bridge on FAS 150. As shown in the attached cost statement, a refund of $2,930.58 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. I. M. Huddleston, Co. Engr.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/1/60

County Lincoln Contract No. 5291 Date Completed 8/18/59

FAS 150 Section Siletz River (Logsden) Bridge

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$129,660.90
Construction engineering	6,123.93
TOTAL CONSTRUCTION COSTS	$135,784.83
FEDERAL FUNDS COLLECTED FOR PROJECT . . .	$ 83,846.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total cost and federal funds

($135,784.83 - $83,846) x 1/2 = $25,969.42

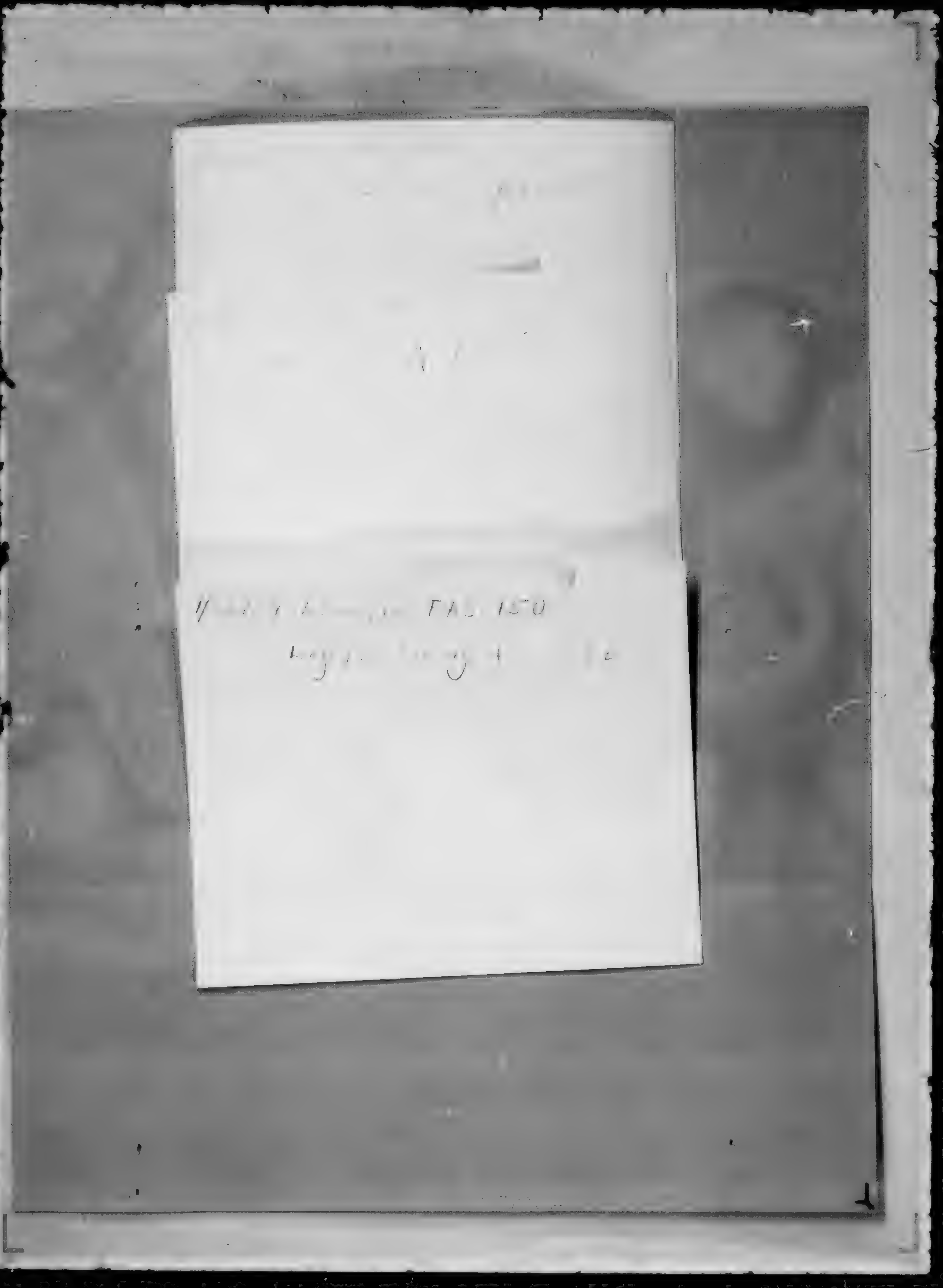
County Advance Deposit	$28,900.00
Less County Share	25,969.42
REFUND DUE COUNTY . . .	$ 2,930.58

JVH:mm

Item	Unit	Unit Prices	Total Quant.	Total Amount
1. Sheeting, cribbing, etc.	all	7500.00	all	7,500.00
2. Structural excavation	c.y.	5.00	428.43	2,142.15
3. Excav. below elevs. shown	c.y.	5.00	66.73	333.65
4. Class "A" concrete	c.y.	70.00	758.78	53,114.60
5. Metal reinforcement	lb.	.13	159,106	20,683.78
6. Structural steel	all	45000.00	all	45,000.00
7. 8" metal drain pipe	l.f.	6.00	142	852.00
EWO#1 Cut off girder ends and weld plates				34.72
			Total	129,660.90

59-C-7

59-C-7



[illegible] FAS 1570

[illegible]

A

RECEIVED
[illegible] 1959
FOR FILING
S 105(2)

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 5, 1959

(CONTRACT NO.) 5291	(EST. NO.)	(CONTRACTOR)
5291	10 Final	Workman & Wilson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26974	05720	$13,386.39	11-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 220 workdays from August 16, 1958

Time Extensions: None of record

Completion Date: August 18, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query /H.
Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959
EC

NOTED ON CARD
EC

RECEIVED
OCT 21 1959
FOR FILING

[illegible]

5291

October 21, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5291 for construction of the Logsden Bridge on the Logsden-Siletz County Road in Lincoln County was completed by the contractor, Workman & Wilson, on August 18, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $13,386.39 will be released to the contractor on or after November 2, 1959. The total contract amount is $129,660.90, of which amount $34.72 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Amerata & Schram
520 Mead Bldg.,
Portland, Oregon

NOTED
[illegible]

October 8, 1959

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

NOTED

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5291, Logsden Bridge on FAS 150, was completed August 18, 1959.

Under the terms of the agreement signed October 15, 1958 by the County and October 23, 1958 by the State, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

9 11 58

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
✓Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance......	$3,483,000

58-f Approvd 9/11/58

RECEIVED

Contract 5291

Monthly Transaction No. FOR FILING 953	Form -2 (9-1. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT** 9-3-58	County **Lincoln**
		Project No. **S-105(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Logsden Bridge-Siletz River Bridge approximately 7.6 miles east of jct. FAS 196 on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.066
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 141,317.00	Federal funds $ 87,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ____________________

State Highway Engineer
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **September 3, 1958**

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Siletz River (Logsden) Bridge, Project No. S-105(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmr

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Siletz River (Logsden)Bridge, Project No. S-105(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-105(2)

SILETZ RIVER (LOGSDEN) BRIDGE ON THE
LOGSDEN ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X031
Logsden Bridge (Sta. 400+60 to Sta. 404+10)(Contract No. 5291)

Shoring, Cribbing, Etc.	All Required	$	$ 7,500.00
Excavation	590 cu. yds.	5.00	2,950.00
Excavation Below Elevation Shown	50 cu. yds.	5.00	250.00
Class "A" Concrete	729 cu. yds.	70.00	51,030.00
Metal Reinforcement	158,000 lbs.	0.13	20,540.00
Structural Steel	All Required		45,000.00
8-inch Drain Pipe	200 lin. ft.	6.00	1,200.00
	Subtotal		$128,470.00
	10% Engr. & Cont.		12,847.00
	Total		$141,317.00

Length of Structure . . . . . . 0.066 Mile

Federal Funds	$ 87,400.00
State Funds	26,958.50
County Funds.	26,958.50
	$141,317.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Lincoln County with the Highway Department.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			OREGON STATE HIGHWAY DEPARTMENT	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JULY 25, 1958

RE: LOGSDEN BRIDGE PROJECT. DELETE PARAGRAPH (e), PAGE 9. NOTES ON PLANS SHALL GOVERN.

IVAN D. MERCHANT
BRIDGE ENGINEER

C O P Y

Form A-150--10M--6-57

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 57207

Lincoln County
Newport, Oregon

Attn: County Court

RECEIVED
SEP 3 1958

Date September 2, 1958

Your Req. No.

Billing Request No. 08 438

Credit Distribution: 521-1052-297

Advance Deposit	28,900.00
Partial transfer county's share total cost of Logsden Bridge, FAS 150, covered by agreement dated July, 1958.	23,900.00
To be retained	$5,000.00

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $...............

By ....

State Printing 4396

NOTED
Harold C. Ayers

August 8, 1958

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $28,900 in connection with the Logsden Bridge on FAS 150. Contract No. 5291 has been awarded to Workman & Wilson, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

Contract Sent
8-12-58

NOTED
C. G. SWENSON

Office of the County Court
Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN
Newport, Oregon

August 4th, 1958

NOTED
Harold C. Ayers

Oregon State Highway Department
Salem, Oregon

Attention Mr. Swenson: ✓

Dear Mr. Swenson:

Enclosed is the County Warrant for $28,900.00, being the advance deposit of 20% on the construction of the Logsden Bridge on FAS #150.

Also as requested in your letter of July 30th, 1958, the County has acquired right of entry to the proposed bridge site.

LINCOLN COUNTY COURT

By Robert D. Maclean
Judge

Mike Miller
Commissioner

David S. Moffitt
Commissioner

RECEIVED
AUG 6 - 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

July 30, 1958

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Workman & Wilson of Oswego for constructing the Logsden Bridge on FAS 150. As per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$128,470.00
12-1/2% engineering & contingencies	16,058.75
Estimated Total Cost......	$144,528.75

County Advance Deposit of 20% = $28,900

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit plus a letter certifying that all right-of-way has been obtained a contract will be awarded

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

521 - 1052
Check recd 8/6/58
Con. No. 5291

Contract Sent
8-12-58

RECEIVED
AUG 2[illegible] 1958
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5291

Aug. 29, 1958

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5291, awarded Aug. 6, 1958, for Logsden Bridge Over Siletz River on the Logsden-Siletz County Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
[illegible] 1958
FOR FILE
(2)
5271

Salem, Oregon
August 11, 1958

- 369

FAS Project Agreements
Lincoln County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for furtherhandling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lincoln County covering the Siletz River (Logsden) Bridge on FAS 150 in Lincoln County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lincoln County.

Secretary

rn
Attach: 5

FORM E-30 50M 6-57—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Lincoln County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Siletz River (Logsden) Bridge on FAS 150 in Lincoln County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance Agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 10-31-57.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 Minute Page 36
Secretary

RECEIVED
AUG [illegible] 1958
FOR FILING

S115(2)

5291

August 11, 1958

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County one fully executed copy of a finance and maintenance agreement between the State Highway Commission and Lincoln County covering the Siletz River (Logsden) Bridge on FAS 150 in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

291

August 6, 1958

Workman and Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for the Logsden Bridge over the Siletz River at Logsden on the Siletz-Logsden County Road in Lincoln County for the sum of $120,470 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5291.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
- TELEGRAM ☐
- DAY LETTER ☐
- NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
- FULL RATE ☐
- LETTER TELEGRAM ☐
- SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 6, 1958

Workman & Wilson Company
Canby
Oregon

Gentlemen:

Contract for Logsden Bridge over Siletz River on Siletz-Logsden County Road, Lincoln County, for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 18, 1958

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

NOTED
JOHN D. GRAHAM

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Siletz River (Logsden) Bridge on FAS 150 upon which bids will be received July 29 at the State Highway Building in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $160,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than July 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

Office of the County Court

Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN

Newport, Oregon

NOTED
Harold C. Ayers

July 2nd, 1958

NOTED
V. R. JONES

RECEIVED
JUL - 7 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. J. D. Walker,
Division Engineer
Oregon State Highway Comm.
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Walker:

Lincoln County is agreeable to acquiring the necessary right of way for the approaches to the new bridge to be constructed over the Siletz River at Logsden.

As soon as our Surveyor prepares the descriptions, deeds will be made and the property owners contacted.

Very truly yours,

LINCOLN COUNTY COURT

By Robert D. Maclean
Judge

Mike Miller
Commissioner

David S. Moffitt
Commissioner

[illegible]
[illegible]

NOTED
[illegible]

MEMO TO J. W. NASH
5/27/58

FAS 150, LINCOLN COUNTY

TERMINI: Bridge over the Siletz River approximately 7.6 miles east of junction at Siletz with FAS 196. (Logsden (Siletz River) Bridge)

PROPOSED WORK: One concrete and steel bridge 350' long.

PROJECT LENGTH: 0.066 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
DS FUNDS	$ 33,000	$24,600	$ 1,700	$ 1,700 (Co)	$5,000 (L)
S FUNDS	101,000	60,600	20,200	20,200 (Co.)	
Total....	$134,000	$85,200	$21,900	$21,900 (Co.)	$5.000 (L)

EXISTING FACILITY:
STRUCTURE: Six 19' F.T. spans, ~~one~~ 190' untreated timber truss, one 19' F.T. span, H.C. 15'-2", rating H-5.

ADJACENT SECTIONS:
WEST END: 20' wide bituminous wearing surface with 4' shoulders.
EAST END: 20' wide gravel wearing surface on 22' roadway.

PROJECT DATA: Construct 200' of reinforced concrete approach spans and a 150' long welded steel main span on a location adjacent to the existing bridge. HC - 24'. Lincoln County will construct road approaches to acceptable State standards.

ROW WIDTH: 60'.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED ~~XIXT~~ SITUATION: None
PUBLIC HEARING: None required.

Route data submitted under Oregon Project S-105(1).

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

JFH:mm

NOTED
Harold C. Ayers

November 4, 1957

Lincoln County Court
Courthouse
Newport, Oregon

NOTED

NOTED
John F. Hagemann

Gentlemen:

On October 31 the Highway Commission approved the Lincoln County FAS project on FAS 150 as described in the attached tabulation which is believed to conform with the County's request.

Preparation of plans and specifications is now required prior to contracting. The field survey for this project will be conducted under our division office with headquarters in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att. 57-h

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LINCOLN COUNTY
PROPOSED PROJECT

FAS 150 - Logsden (Siletz River) Bridge, $93,000. This bridge is over the Siletz River and is located approximately 7.6 miles east of the junction in Siletz of FAS 150 with FAS 196 (Siletz State Highway). The existing structure carries highway department inventory no. 854 and is an untreated timber truss with pile trestle approaches. The total bridge length is 323' with a horizontal clearance of 15'-2".

The proposed project is to construct a new bridge on a location immediately north of and adjacent to the existing bridge, if possible, so that the existing bridge can carry traffic during construction. If this location isn't feasible, the new structure would be on the same location as the existing structure and provisions made for a detour bridge. The FAS project will be for the structure only (including detour bridge if required). Lincoln County will construct road approaches, remove existing bridge, and perform any road work required in connection with the detour bridge. If the bridge is constructed on the same alignment as the existing bridge, modification of the provisions for county removal of the existing bridge may be required to fit the situation.

The $93,000 programmed is the presently estimated balance of fiscal years 1958 and 1959 funds available to Lincoln County and may be adjusted as final costs of projects under contract become available. In addition, Lincoln County has indicated it can furnish approximately $17,000 of county funds to add to the FAS funds if necessary.

Int 58-f, Sept 1958 = add. funds.

(57-h)
9/17/57

DS-392(1) Bridge to carry Co. Rd. 1958
(FAS 837) over Gales Cr.
#5292

RECEIVED
- 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 1, 1959

DS 392(1)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5292 5292	5 Final	R. H. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28993	107578	$ 5,281.59	11-30-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **90 workdays from August 16, 1958**

Time Extensions: **None of record**

Completion Date: **August 14, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **December 2, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC - 2 1959

NOTED ON CARD
dc

RECEIVED
[illegible] 1959
FOR FILING

A

November 17, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5292 for the Gales Creek Bridge construction on Watts-Dilly County Road (FAS 837) in Washington County was completed by the contractor, R. H. Jones, on August 14, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $5,281.59 will be released to the contractor on or after November 27, 1959. The total contract amount is $51,998.71, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

FORM E-120 5M 4-[illegible]

RECEIVED
[illegible] 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5292

Aug. 20, 1958

R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5292, awarded Aug. 6, 1958,
for Gales Creek Bridge on FAS No. 837
in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-392(1)

DS 392(1)

5292

GALES CREEK BRIDGE ON THE WATTS-DILLEY ROAD

IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1958

Type Code X021
Gales Creek Bridge (Sta. 4+75 to Sta. 6+57)(Contract No. 5292)

Shoring, Cribbing, etc.	All	Required	$	$ 4,000.00
Excavation	200	cu. yds.	10.00	2,000.00
Furnish Steel Piling	1,000	lin. ft.	5.00	5,000.00
Drive Steel Piles	40	lin. ft.	65.00	2,600.00
Class "A" Concrete	375	cu. yds.	64.00	24,000.00
Metal Reinforcement	88,500	lbs.	.13	11,505.00
Remove Old Bridge	All	Required		2,000.00
8-inch Metal Drain Pipe	100	lin. ft.	4.00	400.00
				$51,505.00
Revise Water Intake				1,000.00
	Subtotal			$52,505.00
	10% Engr. & Cont.			5,250.50
	Total			$57,755.50

Length of Structure. . . . . 0.016 mile

Federal "DS" Funds	$43,000.00
Federal "LS" Funds	9,000.00
State Funds	2,877.75
County Funds	2,877.75
	$57,755.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Washington County with the Highway Department.

RECEIVED
FOR FILING

Finance - 215
Maint - 364

Salem, Oregon
August 8, 1958

FAS Project Agreements
Washington County

Mr. C. G. Swenson
Engineer City & County Relations Dept.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement covering the Gales Creek Bridge on FAS 837 in Washington County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Washington County.

Secretary

rn
Attach: 5

FORM K-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Washington County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Gales Creek Bridge on FAS 837 in Washington County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
Paxson
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Minute Page 38
Secretary

RECEIVED
AUG 8 1958
FOR FILING

[illegible]

5242

August 8, 1958

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County one fully executed copy each of a finance and Maintenance agreement between the State Highway Commission and Washington County covering the Gales Creek Bridge on FAS 837 in Washington County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
AUG 25 1958
FOR FILING

5292

August 6, 1958

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on July 31, 1958 accepted your proposal for a concrete deck girder bridge over Gales Creek in Washington County for the sum of $51,505 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5292.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. G. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

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S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 6, 1958

Mr. R. H. Jones
Hillsboro
Oregon

Gentlemen:

Contract for deck girder bridge over Gales Creek, Washington County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

I-5-4(18) Twin Buttes-Belts Rd. 1958
211 Sec. of the Pacific
#5293 Hwy. (Grading)

Form CD-24
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
NOV - 1964
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

Mason
Young
Wright

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 29, 1964

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Reclaim Voucher 13C
Oregon Project I-5-4(18)211
Twin Buttes-Belt Road
Net Amount Claimed - $2,818.51

The subject reclaim voucher is being approved in the amount of $1,829.12.

The amount being approved for payment is on the basis of our reply of March 5, 1964 to Mr. Wright's rebuttal letter of February 27, 1964.

The amount allowed is computed as follows:

Cost of material used for borrow	$1,980.00
Federal Pro-rata share	92.38%
Net amount allowed	$1,829.12

The subject reclaim, submitted with your letter of October 15, 1964, is based on the rebuttal letter of 2/27/64 which supported your reclaim Voucher 13B, which we denied in our memorandum of March 5, 1964.

RECEIVED
OCT 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Copies to Mason
Young
Wright - 10-30-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. March 5, 1964
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Original signed by
Div.

Reclaim Voucher 13b
Oregon Project I-5-4(18)211
Twin Buttes-Belt Road

Reply is made to Mr. Wright's letter of February 27, 1964 on the subject reclaim.

As we stated in our letter of January 27, 1964, the matter for determination was the cost of material used for borrow. Our figure of $1,320.00 as the amount eligible for Federal participation was based on the before value of $150.00 an acre and an after value of $50.00 per acre. This was based on the statement furnished showing the residual value of the area originally submitted with the final voucher.

An alternate solution would be to consider the cost of the entire area and arrive at a percentage of the cost of material available for borrow and the material actually used for borrow. Using this assumption, we would have:

Material available for borrow
30.4 acres @ $150.00 per acre = $4,560.00

Material used for borrow
13.2 ÷ 30.4 = 43.42%

Cost of material used for borrow
$4,560.00 x 43.42% = $1,979.95 - Rounded $1,980.00

This method would assign no remaining value to the acreage used for borrow. It also presents a logical method of arriving at the unit cost of material actually incorporated into accepted items of work as provided in PPM 21-6.3, paragraph 10c.

We do not feel that assigning damages of 50% to the 17.2 acres that was not used for borrow should be considered in arriving at the cost of material used and eligible as a construction cost. Since we did not participate in cost of right-of-way, our participation is limited to the value of the material actually incorporated in the construction. If you have other alternates, we will of course be happy to consider them, but under the present circumstances we do not feel that we can justify Federal participation in any amount greater than as computed above.

Orig to Wright 3-6-64

cc Young 3-10-64

RECEIVED
MAR 2 - 1964
FORM E-120
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5293

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 27, 1964

Reclaim Voucher 13b
Oregon Project I-5-4(18)211
Twin Buttes-Belt Road

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

This will refer to Mr. Backlund's letter of January 27, 1964, covering subject reclaim. We believe that there is a basic error in the calculation set forth as a limit to the Federal participation.

Refer now to the attached rough sketch of the former Overton Estate property. Our use of the land divided it into four long, narrow parcels. The western-most was untouched, and is possibly saleable, at cost, to the abutting owner for agricultural uses. The next strip is the highway right of way which does not enter into the present discussion. Immediately east of the highway right of way lies an untouched strip of 17.2 acres. The most easterly strip consists of a moat from which 13.2 acres of borrow materials were removed.

In our opinion, the exhausted borrow area is of no value whatever; and is, in fact, detrimental to the abutting ownership. The 17.2 acres lying between the borrow and the highway right of way has an agricultural value, but is damaged by the severance created by the moat. It is, of course, landlocked by the highway right of way on the west.

To summate, it is our opinion that a more realistic estimate of the loss of value occasioned by the borrow would be:

13.2 X $150 =	$1,980	No remaining value
17.2 X $ 75 =	$1,290	50% remaining value
TOTAL	$3,270	

Our original claim assumed the likelihood of recoverying a lump sum of $1,500 from the 30.4 acres lying east of the highway right of way. That estimate is probably as accurate as any which can be made, and reflects an estimated loss of value of $3,050.

FLOYD P. SHAW

As an alternative, we are prepared to offer the remainder parcels for sale and to consider difference between cost and sales price as representing the appropriate participation. Barring this alternative, we hope that you will reconsider your expressed intent to limit your participation in the cost of the borrow to $1,320. We would appreciate your response on this point prior to our submission of a reclaim.

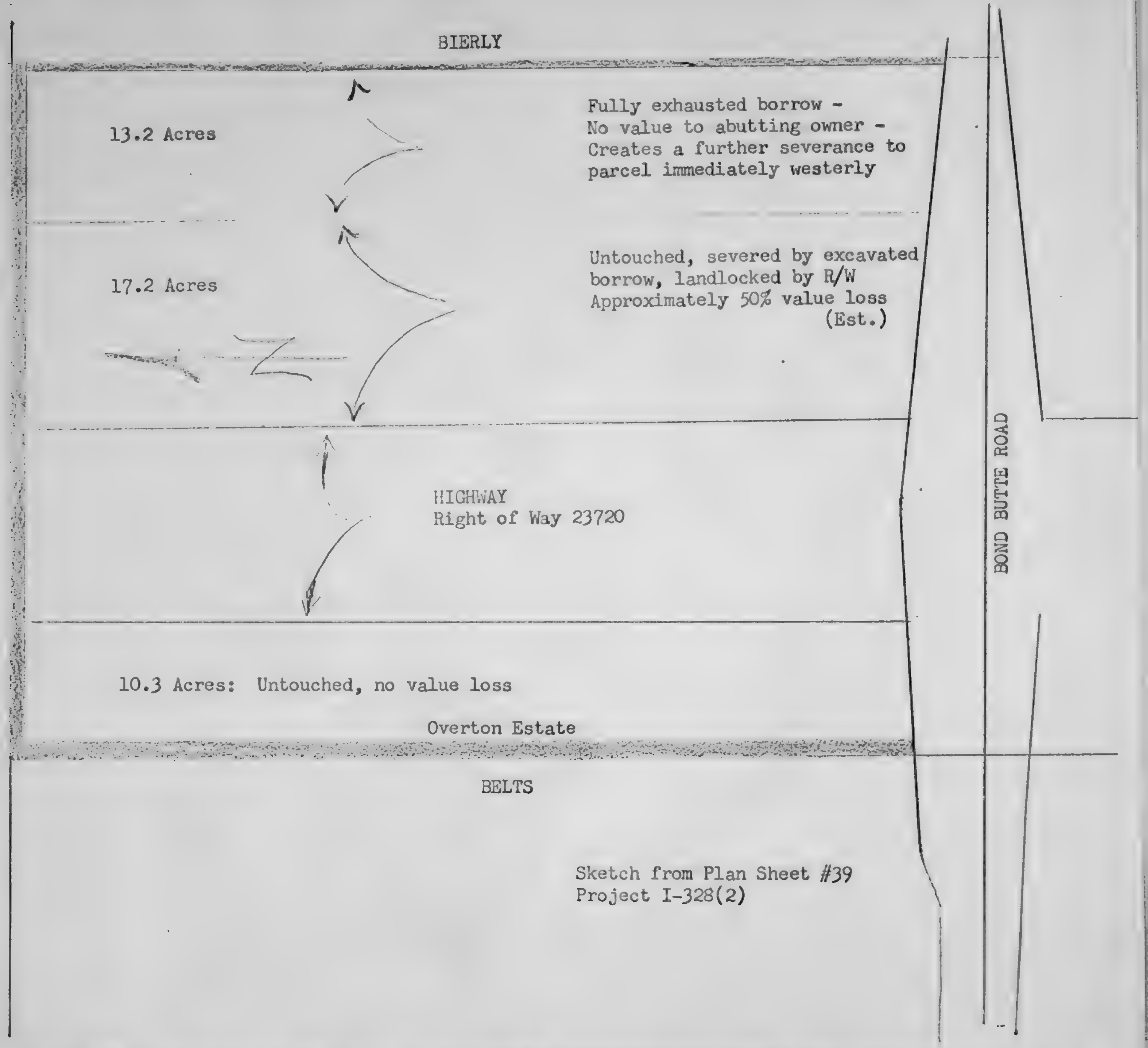
Very truly yours,

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: L. P. Shaw
L. H. Young
L. I. Lindas
C. H. Maison
M. R. Mitchell

RECEIVED
FEB 2[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER


BIERLY
13.2 Acres
Fully exhausted borrow -
No value to abutting owner -
Creates a further severance to
parcel immediately westerly
17.2 Acres
Untouched, severed by excavated
borrow, landlocked by R/W
Approximately 50% value loss
(Est.)
HIGHWAY
Right of Way 23720
10.3 Acres: Untouched, no value loss
Overton Estate
BELTS
BOND BUTTE ROAD

Sketch from Plan Sheet #39
Project I-328(2)

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FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 27, 1964

Original signed by
L. R. Backlund
Admin. Manager

By: L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-4(18)211
Twin Buttes-Belt Road Section
Reclaim Voucher 13-B
Amount claimed - $3,051.00

The subject reclaim was previously denied by our letter of 7/24/63 and a new reclaim submitted with your letter of 8/30/63. We have received clarification of the basis of our previous denial as stated in our 7/24/63 memorandum and can now concur that the basis for eligibility should be determined on the basis of Paragraph 10 of PPM 21-6.3 as you indicated in your reclaim letter.

In conformance with PPM 21-6.3, Paragraph 10c, Federal funds will participate in the cost of material incorporated in accepted items of work. This paragraph further provides that participation shall be based on unit prices determined by competitive bidding, except when unusual circumstances justify another basis. The matter for determination therefore is the cost of the material involved.

Your claim for $3,051 is based on the following:

Value of excess or borrow 40.64 acres @ $150.00		$6,096.00
Less:		
30 acres borrowed @ $50.00 =	1,500	
10.3 " not borrowed @ 150.00	1,545	3,045.00
		3,051.00

On January 17, 1964 our area engineer visited the borrow area site in company with Assistant Division Engineer Wimer and Resident Engineer Hoover. He reports as follows:

> "The area on the east side of the freeway with an area of 30.42 acres is the only one involved, since the westerly section is now available as excess property. Of the 30.42 acres, 13.2 acres have been used 100% in borrow, having been removed to flow line and exhausted. The remaining 17.22 acres is contained in the area within 300' of the highway, the setback required under the Highway Department policy".

NOTED
LLOYD P. SHAW

original To
Young
1-31-64

Based on this finding, it would appear that the cost of material used for borrow would be computed as follows:

13.2 acres valued @ $150.00 per acre before borrow	$1,980.00
13.2 acres valued @ $50.00 per acre after borrow	660.00
Value of material	$1,320.00

Unless you now find some other basis for determining the cost of the material, Federal participation will be limited to the sum of $1,320.00. A reclaim voucher in this amount, supported by a copy of this letter, will be approved for payment if you so desire.

NOTED
LLOYD P. SHAW

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August 30, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 24, 1963 concerning reclaim Item 5, for borrow area materials on the Twin Buttes-Delta Road Section, Project I-5-4(18)211. Your letter denies payment of our reclaim for the reason "participation in borrow pit and rock quarry acquisitions is conditioned that construction must be programmed prior to acquisition". Mention is also made of a prior letter dated April 17, 1959 which gave the authorization date of August 29, 1956 for right of way purchase as the effective date for the local natural material source purchase. It further states the material source purchase date was December, 1955.

We have been unable to find any regulations covering the use of the above method for determining eligibility of local natural materials for Federal participation. It appearsto be a procedure of applying right of way purchase rules and regulations to local natural material sources. Normally, the use of the method would make no difference, but in this particular instance, the State is being penalized by a restriction which, in our opinion, should not apply.

Your Washington office has ruled local material sources are not right of way phase items for the reason materials from State-owned material sources were considered State-furnished construction materials chargeable to the construction phase. Accordingly, it is our opinion the regulations concerning the use of State-furnished materials, and which make no restriction as to the date of purchase, should govern rather than the procedure set forth in your letter.

These regulations are given in paragraph 10 of PPM 21-4.3, dated May 9, 1956 and in effect at the time of programming and contracting Project I-5-4(18)211, under the subheading "Use of Materials made available by a Public Agency". Eligibility requirements for the use of the materials are given in the last sentence of subparagraph (a) and Federal Reimbursement is provided for materials actually incorporated in the project under subparagraph (c).

We feel the State is eligible for reimbursement under these regulations and request your further consideration for payment of reclaim Item 5. We are enclosing reclaim voucher No. 13-B (Reclaim) in amount $3,051.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

cc: Lloyd Shaw
M. T. Wright

JWN:pac

RECEIVED
AUG 20 1963
FOR FILING

5293

477 Cottage Street N.E.
Salem, Oregon

July 24, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
L. R. Backlund
Admin. Manager

By
L. R. Backlund
Administrative Manager

Oregon Project I-5-4(18)211
Twin Buttes - Belts Road Section
Reclaim Voucher 13-A, $9,868.19

We have carefully reviewed the supporting information furnished by your office and the audit report covering the subject reclaim voucher. Our findings are as follows:

Contract items 19 and 20 in the amount of $7,631.18
Your rebuttal letter of November 16, 1962 indicated Morse Bros. was a materials supplier. On July 22, 1963 we were furnished a copy of the quotation dated August 28, 1958 between Morse Bros. and the Prime Contractor (McNutt) which substantiates the unit prices as quoted in your letter of November 16, 1962. This quotation was obtained from Morse Bros. in accordance with our verbal request to Mr. Juve of July 15, 1963. Since the results of your investigation did not disclose the existence of an unauthorized subcontract but furnished additional evidence that Morse Bros. was in fact a materials supplier, your reclaim on this item is approved.

Borrow Area - amount claimed $3,051.00
Your reclaim on this item is denied. Our approval of the modified project agreement which included this area is contained in our letter to your office dated April 17, 1959. This letter also contains the statement, "We have assumed that the August 29, 1956 authorization date for right-of-way is also the effective authorization date for acquisition of separate material sources." The right-of-way and borrow area was purchased in December of 1955 and is therefore ineligible for Federal participation. Federal participation in borrow pit and rock quarry acquisitions is conditioned that "construction must be programed prior to acquisition."

Your reclaim voucher, therefore, has been approved in the reduced amount of $7,050.00.

original To
Young
8-20-63

NOTED
LLOYD P. SHAW

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DEC 21 1962
FOR FILING

December 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Avenue N. E.
Salem, Oregon

Re: Project No. I-5-4(18)211
Twin Buttes-Dalls Road Sec.
Contract No. 5293

Dear Sir:

Reference is made to Item No. 5 in your Schedule of Exceptions concerning reimbursement for borrow materials claimed in final voucher No. 13 Project I-5-4(18)21. Mention is made that the original claim inadvertently included an adjacent right of way area cost with that for the borrow area. Accordingly, to correct this error and to properly establish a cost of the borrow area we are enclosing a statement from the State Right of Way Department segregating the areas and estimated values for the portions used for right of way and for the borrow area. The statement computes the original value of the borrow area to be $6,096. Accordingly, this amount, less the residual value of $3,045 for the area after borrow materials were removed, results in a cost of $3,051 for the materials used. A statement showing the residual value of the area was submitted previously with the final voucher for the project.

Since borrow areas are considered State-furnished material sources, this area was given prior BPR approval for use by the contractor at his option as provided in the specifications. Subsequently, when the contractor chose to exercise his option and use the borrow area, a revised estimate as basis for modification of project agreement was submitted to your department, which included the estimated cost of the borrow area materials. Your approval of the resulting modified agreement included a qualification limiting your cooperation to the cost of the materials actually incorporated in the work.

We feel the method we have used to determine the cost of these materials, in the amount of $3,051, is equitable and accordingly, request your approval of its use in computing the Federal reimbursement for the items.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

JWN:mmb

PAGE OF PAGES

FORM PR-1042 (3-61)	U.S. DEPARTMENT OF COMMER BUREAU OF PUBLIC RO **SCHEDULE OF EXCEPTIONS** **(IM 4-1-61)**	ITEM NO. 5 DIVISION OFFICE NO. 35

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-5-4(18)211	VOUCHER NUMBER Vo.#13-Final (35-61)	AMOUNT CLAIMED 40,479.00 $

EXCEPTION

Borrow Areas - $7,877.50

Parcel 23720 - The State has claimed the entire cost of this parcel less the appraised value of the borrow area (40.3 A.) after the borrowed material was removed. The net amount claimed for this parcel is $7,420.25. The parcel was purchased on 8-18-55 and consisted of 59.32 acres. No appraisal was made prior to purchase. 19.02 acres of this parcel were used for highway right-of-way. Right-of-way was authorized for this section on project I-5-4(3)204 on 8-29-56. Since this parcel was purchased prior to that date, the cost of right-of-way is not eligible for Federal participation. The cost of this right-of-way is included in the amount claimed for borrow area. No appraisal was made to establish the value of the land used for right-of-way plus damages to the remainder and the value of the borrow area. Citation is made for the entire amount claimed for this parcel in accordance with Sections 2.01(1) and 2.01(2) of G.A.M. 343 dated 11-3-53.

Amount cited $7,420.25

This is the original citation

REPLACES FORM PR-302, WHICH IS OBSOLETE ☆ U. S. GOVERNMENT PRINTING OFFICE : 1961-907088 USCOMM-DC 49112-P61

RECEIVED
AUG 3 1962
LEGAL & RIGHT OF WAY

August 1, 1962
Salem, Oregon

Mr. H. W. Snell
Asst. Appraisal Supervisor
State Highway Building
Salem, Oregon

File No. 23720 - Carrie & Hurley B. Overton
Albany-Lane Co. Line Section
Pacific Highway
Linn County

This is in response to your inquiry as to the appraisal upon which the Carrie Overton tract, represented by the above-designated file, was purchased.

As in many similar instances, no formal appraisal other than that reflected by the Right of Way man's final report on negotiations was written.

This was one of several material sites, the negotiations for options on which were assigned to the writer in 1955, prior to the completion of plans for the Albany-Lane County Line Section of the now completed Pacific Highway. The property was one of several tracts owned or farmed in the vicinity by Hurley Overton or his mother, Carrie Overton, and consisted of a parcel some 2,650 feet long by 1,000 feet wide. The property needed for right of way of the highway consisted of a tract of the same length, 300 feet in width and comprising some 18.285 acres.

The usual procedure in appraising a tract of this type was followed; and as was the practice at the time, the negotiator made his own investigation as to transactions in comparable land in the area and conducted negotiations from his findings. Investigation of about one dozen transactions, checked through the county records and with the buyers and sellers of same, indicated the fair price for the property to be $175 per acre, if the entire property was taken. Settlement was made for the 59.32 acres on this basis, at a total figure of $10,400, the option having been executed August 18, 1955.

There were no improvements on the property except for an old windmill on a shallow well and a dilapidated shed. It was agreed with the owner that these would be included with the land price, and further, that he would have the crop for the last three years, as it was understood that the State would not have use for the property until that time.

You have requested that I now furnish an estimate of the purchase price as it would have been divided between right of way and borrow use, as would have been required had plans for the right of way been completed at the time of the taking. The following is submitted as this writer's opinion of the proper division of the property as thus allocated:

Acreage of Entire Tract	59.32 Acres
Area Required for Right of Way	18.68 Acres
Balance in Excess and Borrow Area ...	40.64 Acres

ESTIMATED VALUE OF PARCEL TAKEN FOR RIGHT OF WAY & DAMAGES TO REMAINDER:

Land: 18.68 acres at $175...........	$ 3,269	
Damage to remainder by reason of leaving two long narrow strips with increased difficulty of farming. 40.64 acres at $25	$ 1,016	
TOTAL FOR RIGHT OF WAY AND DAMAGES		$ 4,285

ESTIMATED VALUE OF BORROW OR EXCESS AREA:

Land: 40.64 acres at $150 per acre...	$6,096	$ 6,096
	GRAND TOTAL -	$10,381
	SETTLEMENT FIGURE -	$10,400

I trust that the above will give you the segregation that is needed to complete the file on the matter. The rough notes on sales and transactions which were used at the time of negotiation have long since been discarded and cannot, therefore, be furnished at the present time. If it is found necessary, however, I am quite certain that I can review the county records and furnish any additional information that may be required.

E. J. Benner

E. J. Benner
Right of Way Supervisor

EJB:kr

cc Mr. L. I. Lindas
Mr. W. T. Wright

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[illegible]

December 20, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending three copies of reclaim voucher in the amount of $9,868.19, with supporting information and rebuttal statements for the Twin Buttes-Delta Road Section, Project No. I-5-4(18)211.

This voucher is for items cited in your memorandum of September 28, 1962, and deducted from the final voucher.

We hope the additional data we are submitting will provide sufficient information to permit reimbursement for the items being reclaimed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mmb

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DEC 21 1962

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November 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Subcontract Status
Twin Buttes-Belts Road Section
Contract No. 5293
FAP I-5-4(18)211

Dear Mr. Parsons:

An investigation has been made by our Cost Analyst Section regarding the deduction in the amount of $7,631.18 made by your office under your Item #6 on the subject project. This concerns bid items 19 (course crushed base) and 20 (3/4-0 material in base).

It was found that the materials involved were purchased from the Harrisburg Sand and Gravel Company (Morse Bros.), a commercial producer, and were delivered by them to the job, but the processing of same was performed by the prime contractor.

The unit prices paid for these materials were -- Item 19 - $2.45 and Item 20 - $2.60 per cubic yard.

Very truly yours,

L. H. Young
Office Engineer

MNJ:bjh

9

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OCT 18 1962
FOR FILE

I-5-4(18)211

5293

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1962

SUBJECT: Bureau Citation
Twin Butte-Belts Road Section
Contract No. 5293
FAP I-5-4(18)211

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTN: Mr. F. B. Klaboe

Regarding the deduction of $7,631.18 made by the Bureau of Public Roads under their Item #6, on the subject project, for bid items #19 and 20, it has been established that these items were not handled under a subcontract.

The materials under bid items 19 (course crushed base) and 20 (3/4-0 in base) were purchased from Harrisburg Sand and Gravel (Morse Bros.), a commercial producer, delivered to the job and were processed by the contractor.

Maurice N. Juve
Chief Cost Analyst

MNJ:bjh

R. Porter
cc: L. H. Young
R. D. Asburr

Info given Young for handling.
FBKlaboe

NOTED
R. L. PORTER

RECEIVED
OCT 2 1962

~~FOR FILING~~

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

By:
L. R. Backlund
Administrative Manager

08-35.5 A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-4(18)211
Twin Buttes-Belts Road Section
Voucher No. 13 - Final
Net amount claimed - $40,479.00

The subject voucher has been approved in the reduced amount of $25,780.22. Deduction has been made in accordance with the attached Schedules of Exceptions, Nos. 1, 2, 4, 5, and 6.

Total amount of deduction	$15,911.22
Federal Aid pro-rata	92.38%
Net deduction	14,698.78

In the event you disagree with the deductions made, it will be necessary to present a re-claim in accordance with Instructional Memorandum 4-1-61.

Attachments

original to Young
with attachment
10-2-62 ✓

NOTED
R. L. PORTER

RECEIVED
FEB 1 1962

FOR FILING

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5293

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1962

SUBJECT: Railroad Flagging Bills

To:
Mr. A. E. Johnson
Mr. Lloyd Shaw
Mr. J. W. Walker
Mr. L. R. Chandler
Mr. Dean Swift
Mr. A. F. Parson

The Bureau of Public Roads has just requested that we make available to them at our Salem Office supporting records used to segregate the costs on railroad flagging bills. In other words, they want the records used by the Resident Engineers to determine what portions of a railroad flagging bill is chargeable to the State and to the contractor. I list below the projects for which this information is requested:

CONTRACT NO.	NAME
5170	Santiam Jct.-Lebanon Road Section
5293	Twin Buttes-Belts Road Section
5200	East Unit, Shogren-Rowena Section

The type of records that will be required may consist of daily work sheets showing the days on which work is done and charged to the contractor, or diaries containing the same type of information, or other documents which you may have available.

It will become necessary in the future to provide this information to the Bureau of Public Roads prior to their finaling of any of our Federal Aid projects. We will initiate a form to handle the matter, but, in the meantime, you should instruct all your Resident Engineers to watch this matter carefully and to document the work done by the railroad so that they can make proper segregation at the necessary time.

This matter should be expedited as the Bureau of Public Roads is holding up final payments on these projects until such time as we have provided them with the information.

F. D. Morgan
Construction Engineer

By
/s/ F. B. Klaboe

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: L. H. Young
R. L. Porter

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EB 17 1961

February 10, 1961

Twin Buttes-Belts Road Section
Contract No. 5293

I-5-4 (18) 211

FINAL COST ANALYSIS
Grading
Contractor: Earl L. McNutt
Resident Engineer: S.F. Walters

NOTED
W. C. WILLIAMS

Pacific Highway
Prefix No. 22-1073

Item 5293	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	6,000.00		1,860.81	6,000.00
Drainage Excav., Unclass.	3,879.56	Cu. Yd.	2.00	1.47	5,708.33	7,759.12
Embankment in Place	742,773.9	Cu. Yd.	0.35	0.255	189,375.13	259,970.87
Finish R.B. and Slopes	3.73	Mile	1,200.00	870.35	3,246.41	4,476.00
*18" Corr. Metal Pipe	246	Lin. Ft.	4.70	3.63	893.16	1,156.20
*15" Concrete Pipe	1,065	Lin. Ft.	3.00	2.40	2,556.00	3,195.00
*18" Concrete Pipe	1,854	Lin. Ft.	3.60	2.75	5,098.50	6,674.40
*24" Concrete Pipe	3,304	Lin. Ft.	5.20	4.00	13,216.00	17,180.80
*22" Arch Type C.M.P.	346	Lin. Ft.	5.00	3.89	1,345.24	1,730.00
*36" Arch Type C.M.P.	530	Lin. Ft.	8.80	7.06	3,744.38	4,664.00
*15" Culvert End Section	28	Only	33.00	24.57	687.96	924.00
*18" Culvert End Section	24	Only	39.00	29.22	701.28	936.00
*24" Culvert End Section	30	Only	60.00	43.21	1,296.30	1,800.00
*22" Arch Type Culv. End Sec.	4	Only	33.00	26.75	107.00	132.00
*36" Arch Type Culv. End Sec.	6	Only	62.00	51.25	307.50	372.00
**Class "A" Concrete	550.26	Cu. Yd.	49.00	49.00	26,962.74	26,962.74
**Metal Reinforcement	86,127	Lb.	0.135	0.135	11,627.15	11,627.15
***Type 2 Fency	2,689.3	Rod	5.00	5.00	13,446.50	13,446.50
****Coarse Cr. Mat'l in Base	2,095.5	Cu. Yd.	3.25	3.25	6,810.38	6,810.38
****3/4"-0 Mat'l in Base	288	Cu. Yd.	2.85	2.85	820.80	820.80
Sprinkling	7,188.5	M-Gal.	2.00	1.17	8,376.19	14,377.00
***PA#1 Repair Fence	58.18	Rod	1.40	1.40	81.45	81.45

FINAL COST ANALYSIS - Contract No. 5293
Twin Buttes-Belts Road Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***PA#1 Brace Posts	7	Each	30.00	30.00	210.00	210.00
**PA#2 Cement Adj. favor of Contrac.	49.68	Bbl	4.65	4.65	231.26	231.26
*PA#3 12" Concrete Pipe	24	Lin. Ft.	2.50	2.50	60.00	60.00
EW#1 Flagging					463.77	248.55
EW#2 R.R. Flagging					1,171.79	1,254.78
*EW#3 Rip Rap					173.37	173.37
***EW#4 Fencing					1,103.78	1,103.78
EW#5 Rock Protection					200.25	245.81
					$301,883.48	$394,623.96

Subcontractors:

* John Waite
** Snook Bros.
*** John & Dale Clarambeau
**** Morse Bros.

Gross Revenue	$ 394,623.96
Total Cost	301,883.48
Net Profit	$ 92,740.48

Net Profit equals 23.5% of Gross Revenue

DETAIL OF COSTS - Contract No. 5293

Labor:				
Labor (Including Travel Pay)			$ 74,098.67	
Labor Insurance			5,225.65	
Health, Welfare and Pension			1,905.31	$ 81,229.63
Materials:				
18" C.M.P.	246 Lin. Ft. @	$2.97	760.32	
15" Concrete Pipe	1,065 Lin. Ft. @	$1.65	1,757.25	
18" Concrete Pipe	1,854 Lin. Ft. @	$1.85	3,429.90	
24" Concrete Pipe	3,304 Lin. Ft. @	$2.80	9,251.20	
22" Arch Type C.M.P.	346 Lin. Ft. @	$3.20 (Bands Incl)	1,158.40	
36" Arch Type C.M.P.	530 Lin. Ft. @	$6.07 (Bands Incl)	3,362.78	
15" End Section	28 Each @	$17.07	477.96	
18" End Section	24 Each @	$21.22	509.28	
24" End Section	30 Each @	$33.21	996.30	
22" Arch Type End Section	4 Each @	$19.25	77.00	
36" Arch Type End Sectibn	6 Each @	$41.25	247.50	
12" Concrete Pipe	24 Lin. Ft. @	$1.10	26.40	
Rock used on EW*5			164.00	22,218.29
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			106,430.20	
Gas, Oil and Grease			13,581.02	
Bond			1,945.96	
P.L. and P.D. Insurance			909.88	
Small Tools and Miscellaneous Supplies			2,128.60	
Home Office and General Overhead			2,436.89	127,432.55
Total Cost to Contractor				$ 230,880.47
Subcontractors:				
John Waite Labor on Pipe			9,708.90	
Snook Bros. Structures			38,821.15	
John and Dale Clarambeau, Fencing			14,841.78	
Morse Bros. Aggregate			7,631.18	71,003.01
Total Cost of Contract				$ 301,883.48

Remarks - Contract No. 5293

This was a "Federal Aid Interstate Project" calling for the construction of 3.73 miles of highway roadbed, detours and connections on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County. The project was bid July 10th, awarded August 12, 1958. Work started August 18, 1958 and was completed August 8, 1960.

John Waite, having the subcontract for installation of the pipe on this project, moved in August 18th and started working on the north end with three men and one tractor with mounted backhoe. The subcontractor worked until the middle of October then shut down for the winter, returning in the spring and completing all pipe installations October 28, 1959. Earl L. McNutt Co., being the prime contractor, furnished all the pipe and end sections and with a low sub-bid on installation a good profit was realized on all the pipe items. The other three subcontractors listed did their respective work at the bid price.

The prime contractor moved in his equipment and started grading on the Bond Butte detour October 6, 1958. As this was completed, additional equipment was moved in and the hauling and placing of borrow got under way. The bulk of the material from the Lynch borrow area was placed on the railroad overcrossing. The contractor was hampered somewhat by inclement weather during his fall operation and finally had to shut down completely after the first week in November. He returned to work on August 1, 1959 hoping to be able to complete his contract during the 1959 seasom The railroad structure, under separate contract, was still not completed by October 24th and the contractor had placed all the embankment that could be placed until its completion. He shut down operations October 24, 1959 and returned with a small crew and equipment July 22, 1960 and completed all phases of the contract on August 8, 1960.

The contractor with good bid prices, good production and equipment was able to realize a high profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
JAN - 9 1961
FOR FILING

1-5-4(14) 2.1

5293

January 9, 1961

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

This is to acknowledge your letter of January 6 concerning the status of the Earl L. McNutt Co. State Highway Contract No. 5293 for grading the Twin Buttes-Belts Road Section on the Pacific Highway in Linn County.

This project was completed August 8, 1960 and accepted by the State Highway Commission September 29, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE
PORTLAND 10 OREGON

January 6, 1961

State of Oregon
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: State Contract No. 5293 (Earl L. McNutt Co.
(Prime Contractor)

Gentlemen:

This company has furnished material to Snook Brothers of Corvallis, Oregon on the subject State Contract No. This covers Twin Buttes - Belts Road Section. We would appreciate your informing us as to the completion status of this project. If it has been accepted, kindly let us know the date of acceptance.

Sincerely,

Neil A Austin
Neil A. Austin

NAA/jm

Cec, please reply
7 G

Completed = Aug. 8, 1960
Accepted = Sept. 29, 1960

RECEIVED
JAN 9 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 10 1960
FOR FILING
1-5-4 (18) 211

5293

October 6, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5293 for grading the Twin Buttes-Belts Road Section of Pacific Highway in Linn County was completed by the contractor, Earl L. McNutt Co., on August 8, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $11,747.93 will be released to the contractor on or after October 17, 1960. The total contract amount is $394,623.96, of which amount $3,026.29 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

RECEIVED
SEP - 9 1960
FOR FILING
1-E-4 (11) 311
5293

September 8, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L. McNutt Co. on Contract No. 5293, for grading the Twin Buttes-Belts Road Section of Pacific Highway, Linn County.

This payment, in the amount of $6,601.45, will be released to the contractor on or after September 19, 1960. The retained percentage is $11,747.93.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

13

RECEIVED
AUG 16 1960
FOR FILING

I-5-4(18)211

5293

August 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1960, on Contract No. 5293, Twin Buttes-Belts Road Section, in Linn County, in connection with Federal Aid Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

Form E-1—(Rev.)—

1-5-4(18)21

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1960

Section Twin Buttes-Belts Road

Kind of work Grading

Highway Pacific County Linn

Section prefix 22-1073

Contractor Earl L. McNutt Co.

Contract number 5293

Date of contract August 12, 1958

Specified work days 160

Date work started August 18, 1958

Work days used 157

Project authorization $505,789.88

Exclusive of engineering $469,822.06

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $405,000

Estimated per cent overrun or underrun - 12 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $35,967.08

Engineering cost to date $27,500, 76 %

Date project was completed August 8, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed fencing Monday

Project complete.

NOTED

FINAL REPORT

1 5 1960

NOTED

C. E. PAULSEN

Noted
M. H. [illegible]

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.73				
Miles partially completed					
Miles completed	3.73				
Total estimated quantities (contract)	885,000				
Total quantities corrected to date	742,000				
Estimated quantities moved or placed to date	742,000				
Average daily quantities	12,000				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Pickup 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Ptly Cloudy		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FEB 16 1960
FOR FILING

I-5-4(18)211

5293

A

February 15, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Earl L. McNutt Company a portion of the funds heretofore retained by the Commission on contract #5293 for grading the Twin Buttes-Belts Road Section of Pacific Highway in Linn County.

This payment, in the amount of $10,267.82, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,556.73. The present payment will be released on or after February 25, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
FEB - 9 1960
FOR FILING
I-5-4(10)211

5293

Salem, Oregon
February 9, 1960

Reduction of retained
percentage

Mr. C. H. Maison
Auditor
OFFICE

This is to authorize the reduction of the retained percentage to 3% on Contract 5293, Twin Buttes-Belts Road Section in Linn County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

CN:jb

RECEIVED
SEP 11 1959
FOR FILING

I 5-4(18)211

5293

A

September 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the construction of drop panels in the fencing on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, Contract No. 5293, in connection with Federal Aid Project No. I-5-4(18)211.

Standard provisions for fencing, January 1958, provide that fencing through gullies, water courses, etc., below the normal grade shall be paid for as extra work.

It is necessary that drop panels be constructed at locations as noted on the order, where the right of way fence crosses water courses.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

A

RECEIVED
AUG 24 1959
FOR FILING

I-5-4(18)211

5293

August 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering trimming the waterway and placing riprap on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, Contract No. 5293, in connection with Federal Aid Project No. I-5-4(18)211.

This work is necessary for the protection of the drainage structure under the railroad in the vicinity of Station 2258+71.

The drainage outlet of the three 24-inch pipes under the highway is near the railroad structure. During the past winter, water has caused erosion near the inlet of the railroad structure. The railroad representative has requested that we protect the structure.

It is planned to trim the ditch between the highway culverts and railroad structure and line it with riprap. Copies of the sketch explaining the work are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

Contract No. 5293

RECEIVED
5-6 [illegible] 1959
FOR FILING

Monthly transaction number	Form [illegible]2A (5-3[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number 7 I-5-4(18)211	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project number **I-5-4(18)211**

5293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 22**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **508,478**

Revised Federal funds $ **469,000**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **April**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

USComm-DC 11170

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Twin Buttes-Belts Road Section, Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Twin Buttes-Belts Road Section, Project No. I-5-4(18)211.

The estimate has been revised to include estimated costs of separate borrow areas for materials necessary for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Oregon State Highway Department

Federal Aid
Project No. I-5-4(18)211

TWIN BUTTES-BELTS ROAD SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for Modification of Project Agreement. Estimate revised to include estimated costs of Borrow Areas necessary for materials to complete the construction. Based on low bid prices and estimated cost of Borrow Areas.)

Salem, Oregon, March 11, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 0010
Roadway (Sta. 2109+00 to Sta. 2310+00)(Contract No. 5293)

Clearing and Grubbing	All	Required		$ 6,000.00
Drainage Excavation, Unclassified	2,190	cu. yds.	$ 2.00	4,380.00
Embankment in Place	885,000	cu. yds.	.35	309,750.00
Finishing Roadbed and Slopes	3.73	miles	1,200.00	4,476.00
18-inch Corrugated Metal Pipe	210	lin. ft.	4.70	987.00
15-inch Concrete Pipe	880	lin. ft.	3.00	2,640.00
18-inch Concrete Pipe	2,520	lin. ft.	3.60	9,072.00
24-inch Concrete Pipe	3,700	lin. ft.	5.20	19,240.00
22-inch Arch Type Corrugated Metal Pipe	370	lin. ft.	5.00	1,850.00
36-inch Arch Type Corrugated Metal Pipe	670	lin. ft.	8.80	5,896.00
15-inch Culvert End Sections	24	only	33.00	792.00
18-inch Culvert End Sections	26	only	39.00	1,014.00
24-inch Culvert End Sections	26	only	60.00	1,560.00
22-inch Arch Type Culvert End Sections	4	only	33.00	132.00
36-inch Arch Type Culvert End Sections	6	only	62.00	372.00
Class "A" Concrete	620	cu. yds.	49.00	30,380.00
Metal Reinforcement	92,000	lbs.	.135	12,420.00
Type 2 Fence	2,700	rods	5.00	13,500.00
Coarse Crushed Material in Base	2,760	cu. yds.	3.25	8,970.00
3/4" - 0 Material in Base	400	cu. yds.	2.85	1,140.00
Sprinkling	960	M-gals.	2.00	1,920.00
				$436,491.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		500.00
Work by Consumers Power, Inc.	All	Required		216.00
Work by Pacific Telephone & Telegraph Co.	All	Required		4,000.00
Borrow Areas (410,000 cu. yds.)	All	Required		16,000.00
		Subtotal		$457,707.00
		10% Engr. & Cont.		45,770.70
		Total		$503,477.70

Length of Roadway	3.739 Miles
Length of 3 Structures	0.068 Mile
Total Length	3.807 Miles
Cost of Roadway per Mile	$134,655.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,000.00	$ 1,000.00
Roadway	503,477.70	465,000.00	38,477.70
	$508,477.70	$469,000.00	$39,477.70

State Funds for Construction:	Chap. 175, laws 1917 Chap. 31, laws 1920 Chap. 529, laws 1939
State Funds for Maintenance:	Chap. 529, laws 1939

TWIN BUTTES-BELTS ROAD SECTION

Project No. I-5-4(18)211

Estimated costs of Borrow Areas for material necessary to complete construction

R/W File No.	Description		Estimated Borrow	Total Cost
25667	Quimby Pit Station 2120+25 to Station 2145+60		135,000 cu. yds.	$ 3,883.50
25669	Pit Station 2186+00 to Station 2199+50		110,000 cu. yds.	2,315.00
23720	Pit Station 2199+50 to Station 2225+00		165,000 cu. yds.	10,400.00
			410,000 cu. yds.	$16,598.50
		Use	410,000 cu. yds.	$16,000.00

No. 5293

RECEIVED SEP 22 1958 FOR FILING

Monthly Transaction No. $ 9-130	Form (9-12	S Oregon
Project ~~Report~~ No. I-5-4 5(1-)211	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County Linn
5293		Project No. I-5-4(18)211

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

South end I-5-4(16)215, south approximately 3.8 miles (Twin Buttes-Belt Road Section) on U.S. 99.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way	6-20-58	- - -
Construction		
Other (Specify)	6-25-58	3.739

FUNDS

Estimated total cost of project $ 490,878.00	Federal funds $ 452,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 22, 1958

USComm-DC 40257

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Twin Buttes-Balts Road Section, Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Twin Buttes - Belts Road Section, Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Twin Buttes - Belts Road Section, Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-4(18)211

TWIN BUTTES-BELTS ROAD SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, September 5, 1958

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 0010
Roadway (Sta. 2109/00 to Sta. 2310/30)(Contract No. 5293)

Clearing and Grubbing	All Required		$ 6,000.00
Drainage Excavation, Unclassified	2,190 cu.yds.	$2.00	4,390.00
Embankment in Place	885,000 cu.yds.	.35	309,750.00
Finishing Roadbed and Slopes	3,73 Miles	1,200.00	4,476.00
18-inch Corrugated Metal Pipe	210 lin.ft.	4.70	987.00
15-inch Concrete Pipe	880 lin.ft.	3.00	2,640.00
18-inch Concrete Pipe	2,520 lin.ft.	3.60	9,072.00
24-inch Concrete Pipe	3,700 lin.ft.	5.20	19,240.00
22-inch Arch Type Corrugated Metal Pipe	370 lin.ft.	5.00	1,850.00
36-inch Arch Type Corrugated Metal Pipe	670 lin.ft.	8.80	5,896.00
15-inch Culvert End Sections	24 only	33.00	792.00
18-inch Culvert End Sections	26 only	39.00	1,014.00
24-inch Culvert End Sections	26 only	60.00	1,560.00
22-inch Arch Type Culvert End Sections	4 only	33.00	132.00
36-inch Arch Type Culvert End Sections	6 only	62.00	372.00
Class "A" Concrete	620 cu.yds.	49.00	30,380.00
Metal Reinforcement	92,000 lbs.	.135	12,420.00
Type 2 Fence	2,700 rods	5.00	13,500.00
Coarse Crushed Material in Base	2,760 cu.yds.	3.25	8,970.00
3/4"-0 Material in Base	400 cu.yds.	2.85	1,140.00
Sprinkling	960 M-Gals.	2.00	1,920.00
			$436,491.00

Flagging (5 7½% of Contractor's Cost)	All Required	$ 500.00
Seeding and Mulching	All Required	500.00
Work by Consumers Power Inc.	All Required	216.00
Work by Pacific Telephone & Telegraph Company	All Required	4,000.00

Twin Buttes-Belts Road Section Project No. I-5-4(18)211

Subtotal	$441,707.00
10% Engr. & Cont.	44,170.70
Total	$485,877.70

Length of Roadway	3,739 Miles
Length of 3 structures	0.068 Miles
Total Length	3.807 Miles
Cost of Roadway Per Mile	$129,948.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$5,000.00	$4,000.00	$1,000.00
Roadway	485,877.70	448,000.00	37,877.70
	$490,877.70	$452,000.00	$38,877.70

State Funds for Construction: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(18)211

TWIN BUTTES-BELTS ROAD SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 20, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 5,000.00

Type Code 0010
Roadway (Sta. 2109+00 to Sta. 2310+00)

Clearing and Grubbing	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	2,190	cu. yds.	$ 3.00	6,570.00
Embankment in Place	885,000	cu. yds	0.50	442,500.00
Finishing Roadbed and Slopes	3.73	miles	1,500.00	5,595.00
18 Inch Corrugated Metal Pipe	210	lin. ft.	5.00	1,050.00
15 Inch Concrete Pipe	880	lin. ft.	3.50	3,080.00
18 Inch Concrete Pipe	2,520	lin. ft.	4.50	11,340.00
24 Inch Concrete Pipe	3,700	lin. ft.	6.00	22,200.00
22 Inch Arch Type Corrugated Metal Pipe	370	lin. ft.	5.50	2,035.00
36 Inch Arch Type Corrugated Metal Pipe	670	lin. ft.	14.00	9,380.00
15 Inch Culvert End Sections	24	only	30.00	720.00
18 Inch Culvert End Sections	26	only	45.00	1,170.00
24 Inch Culvert End Sections	26	only	60.00	1,560.00
22 Inch Arch Type Culvert End Sections	4	only	35.00	140.00
36 Inch Arch Type Culvert End Sections	6	only	65.00	390.00
Class "A" Concrete	620	cu. yds.	50.00	31,000.00
Metal Reinforcement	92,000	lbs.	0.15	13,800.00
Type 2 Fence	2,700	rods	5.50	14,850.00
Coarse Crushed Material in Base	2,760	cu. yds.	2.75	7,590.00
3/4" - 0 Material in Base	400	cu. yds.	2.90	1,160.00
Sprinkling	960	M-Gals.	3.00	2,880.00
				$584,010.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		500.00
Work by Consumer's Power, Inc.	All	Required		600.00
Work by Pacific Telephone & Telegraph Co.	All	Required		4,000.00
		Subtotal		$589,610.00
		10% Engr. & Cont.		58,961.00
		Total		$648,571.00

Length of Roadway	3.739 Miles
Length of 3 Structures	0.068 Mile
Total Length	3.807 Miles
Cost of Roadway Per Mile	$173,461.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,000.00	$ 1,000.00
Roadway	648,571.00	599,000.00	49,571.00
	$653,571.00	$603,000.00	$50,571.00

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Consumers Power, Inc., power line at the Twin Butte County Road overcrossing near Station 2146+50 on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, Project I-5-4(18)211:

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its line.

2. Copies of the Company's estimate for the work.

3. Sketches prepared by the Company showing the revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

August 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received and approve your plans as submitted for adjustments to the Consumers Power, Inc., power line at the Twin Butte County Road overcrossing near Station 214+50 on the Twin Buttes-Belts Road Section of the Pacific Highway, Project I-5-4(18)211.

This letter will constitute your authority to proceed with the work as of this date.

Very truly yours,

C. G. Polk
Division Engineer

Copies to
& B
RNC

RECEIVED
[illegible] 59
FOR FILING
Const.
Fd. Aid
Proj. Agr.

When replying, refer to
08-35.5

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project:

I-5-1(7)50 Josephine County Line to Evans Creek

Also attached are two copies of proposed modification of Federal-aid project agreements for the following projects together with one copy of approved detail estimate for each:

I-5-4(18)211
I-5-4(19)204

If the project agreements are satisfactory, they should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Prodent

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.3

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached herewith are single copies of requests for approval of individual project program changes on Projects I-5-4(18)211 and I-5-4(19)204 adding separate material source areas to the character of the proposed work. These changes have been approved with the understanding that Federal participation is limited to materials actually incorporated in accepted items of work as indicated by the endorsement on your modification of project agreement estimate. In other respects this action is not in accordance with normal operating procedures. Therefore, our approval does not establish a precedent for future actions of this type. We have assumed that the August 29, 1956 authorization date for right-of-way is also the effective authorization date for acquisition of separate material source areas. A somewhat similar exception was previously made on Project I-80N-2(2)15 as outlined in our January 8, 1959 letter.

On all other projects, with the exception of those located on the Albany-Judkins Point Section of the Interstate routing, if separate material source areas are to be obtained on the basis that the source is the only one available or other than for mandatory use by the contractor, this element should be included under the character of the proposed work for the construction phase on the program document. If appropriate, we will then include a specific authorization in our program letter regarding material sites, ie. Item 261, Project F-64( ), covered in our February 7, 1958 letter on the thirty-sixth Federal-aid primary program. Additions to the program also may be made at later dates, if necessary, prior to the date of actual acquisition of sites. You will then be authorized to proceed with actual acquisition of such areas by separate letter or with the P.S.&E. authorization letter. Total quantities of materials available in borrow pits or quarries must be established after which a prorated portion of the cost, representing the portion of the material used, will be eligible for participation as a construction item.

RECEIVED

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Attachments

RECEIVED
MAR [illegible] 1959
FOR FILING

I 5 4 (18) 211

5293

Department of Commerce
Bureau of Public Roads
Division Eight

COPY

When replying, refer to
08-35.5

March 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Consumers Power Inc., Utility adjustments
Pacific Highway, South Albany to
McKenzie River

Dear Sir:

The supporting data submitted with your letters of Feb. 5th, 25th, and March 13, 1959, confirmed the fact that Consumers Power Inc., did comply with the provisions of Section 6 of PPM 30-4 in contracting part of their utility adjustments, with the exception of requesting prior approval from the State and Bureau. It therefore has been administratively agreed that the contract work is eligible for Federal participation, subject to the usual final audit of costs. This work has previously been authorized.

It is not the usual policy of this office to approve delayed submissions of this nature, but in this case, it is considered justified due to the fact that the oversight for requesting approval of contracting by the Utility was unintentional and your office was not aware of the contract work until the first billing was received.

We are pleased to note that you have corrected your procedure to control such omissions in the future.

The above contract work covers the following Federal-aid projects:

I-5-4(14)228	Contract	5170
I-5-4(16)215	"	5207 & 5208
I-5-4(18)211	"	5293
I-5-4(19)204	"	5329
I-5-4(20)198	"	5339

Very truly yours,

/s/ C. G. Polk
C. G. Polk
Division Engineer

RECEIVED
MAR 25 1959
FOR FILING

I-5-4(18)211

5293

A

March 13, 1959

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Pike for additional information in connection with utility work by Consumers Power on various projects on the Pacific Highway south of Albany we are enclosing three copies of the letter from the Company.

Very truly yours,

R. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

A

RECEIVED
FEB 26 1959
FOR FILING

I-5-4(18)211

5293

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. [illegible] to Mr. Baker, for additional information regarding bids received by Consumers Power, Inc., for contract work on their power lines between Albany and the McKenzie River, we are enclosing three copies of analysis of bids received prepared by the Company.

Projects involved in the power line adjustments are:

Contract No.	Section	Project
5170	Santiam Jct.-Lebanon Road	I-5-4(14)228
5237	Saddle Butte-Twin Buttes	I-5-4(16)219
5236	Lebanon Road-Saddle Butte	I-5-4(16)215
5293 5293	Twin Buttes-Halsey Road	I-5-4(18)211
5329	Halsey Road-Lane Co. Line	I-5-4(21)[illegible]
5339	Lane Co. Line-McKenzie River	I-5-4(22)[illegible]

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or
Encl.

RECEIVED
FEB 16 1959
FOR FILING

When replying, refer to
08-35.4

February 12, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(18)211
Twin Buttes-Belts Road Section
Pacific Highway
Order for State Force work
Dated January 22, 1959
Seeding, mulching and fertilizing

Dear Sir:

Reference is made to your letter dated February 4, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

It is understood that the data submitted is an estimate and that full support for acreage treated will be forwarded before payment can be made.

Very truly yours,

C. G. Polk
Division Engineer

orig to [illegible]

RECEIVED
MAR 25 1959
FOR FILING

I-5-4(18)211

5293

February 5, 1959

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Construction of the Pacific Highway Freeway in Linn and Lane Counties requires moving and adjusting of power lines and facilities of the "Consumers Power Inc." This organization is a rural electric cooperative system which has made use of federal financing under provisions of the Rural Electrification Act of 1936 as amended. As the lines and facilities of this cooperative are situated on their own right of way, it becomes the obligation of the state to pay the cost of necessary moves and adjustments.

Under terms of your Policy and Procedure Memorandum 30-4 dated December 31, 1957, the state is entitled to federal reimbursement in the proper ratio for its expense in such work, providing the specified regulations are followed. As far as I can ascertain the provisions of the PPM were complied with, with the exception that a portion of the work done by the cooperative was done by a contract which did not have the prior approval of the State and the B.P.R. In this instance the work was accomplished under a so-called continuing contract which is the manner by which all of the cooperative's construction is undertaken. The state had no knowledge that the work was being contracted until the first billing was received a few weeks ago.

The power line moves and adjustments involve the following contracts:

Cont. No.	Section	Project	Est. to Move Power Lines	Date of BPR Approval to Proceed with Power Line Moves
5170	Santiam Jct.-Lebanon Rd.	I-5-4(14)228	$ 1,265	5-7-58
5207	Saddle Butte-Twin Buttes	I-5-4(16)215	1,870	8-22-58
5208	Lebanon Rd.-Saddle Butte	I-5-4(16)215	1,444	8-21-58
5293	Twin Buttes-Belts Rd.	I-5-4(18)211	216	8-22-58
5329	Belts Road-Lane Co. Line	I-5-4(20)204	911	9-8-58
5339	Linn Co. Line-McKenzie R.	I-5-4(20)198	19,946	10-6-58

We are enclosing herewith a copy of the cooperative's contract, a copy of the three lowest bids that were received and a letter of justification from the cooperative giving their reasons for handling the work in this manner.

It is requested that you review this matter and advise us as to whether or not we can expect Bureau participation because of this unintentional oversight. For your information we have altered our procedures so as to control this type of thing in the future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
FEB 5 1959
FOR FILING

I-5-4(18)241

5293

February 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 and 238 covering seeding and mulching on the Twin Buttes-Delta Road Section of the Pacific Highway in Linn County, Contract No. 5293, in connection with Federal Aid Project No. I-5-4(18)241.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment, operated by experienced crews. The amount is too small to be done economically by separate contract.

Your approval of this order at agreed unit prices, under the provisions of PPM 21-6.3, is requested.

The total estimated amount of the order is $3,190 with Federal participation of $2,835.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
FEB 2 1959
FOR FILING
I-5-4 (18) 211

5293

Salem, Oregon
January 30, 1959

Mr. J. D. Walker
Division Engineer
O F F I C E

To assist in an attempt to collect federal aid in the cost of borrow pits acquired by the State between Albany and the Lane County Line, please provide us with approximate estimates of the quantities of borrow materials to be taken from the pits listed below:

Lebanon Road-Saddle Butte Section — Contract No. 5208
- Jenks Pit-West side of Highway, Stations 1472 to 1498
- North Area of Saddle Butte Pit, Stations 1722 to 1735

Saddle Butte-Twin Buttes Section — Contract No. 5207
- South Area of Saddle Butte Pit, Stations 1740 to 1760
- Courtney Creek Pit, both sides of highway, Station 1960

Twin Buttes-Belts Road Section — Contract No. 5293
- Quirby Pit, East of highway, Stations 2120 to 2146
- Pit on east side of highway, Stations 2186 to 2199+50
- Pit on east side of highway, Stations 2199+50 to 2228

Belts Road-Lane Co. Line Section — Contract No. 5289
- Glaser Pit, West side of highway, Stations 2410 to 2437

Please indicate in each case whether quantities are excavation measure or embankment measure. If they are embankment measure quantities please give an estimate of probable percentage of shrinkage.

S. H. Probert
Office Engineer

SHP:bb

cc: Tom Edwards

A

RECEIVED
DEC 29 1958
FOR FILING

5293

December 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Twin Buttes-Delta Road Section of the Pacific Highway in Linn County, Contract No. 5293, in connection with Federal Aid Project No. I-5-4-(18)211.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $5,400.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

RECEIVED
OCT 23 1958
FOR FILING

[illegible]

5293

October 22, 1958

Mr. L. R. Smith, Supt.
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5293 and plans for grading work on the Twin Buttes-Belts Road Section of the relocated Pacific Highway in Linn County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment encroachment at the ends of proposed twin railroad overcrossing structure in the vicinity of Highway Station 2255+75, and some drainage work opposite highway Station 2259+05 as indicated on sheet 8 of the plans.

Provisions do not require any additional insurance other than the contractor's regular insurance coverage; however, the contractor is required to protect your company's tracks, communication lines and any other railroad property which might be damaged by his operations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

Mr. W. M. Jackle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.

RECEIVED
OCT 13 1958
FOR FILING

[redacted]

I 2 4-(10)-11

3273

October 10, 1958

6796

Mr. Paul E. Quimby
Halsey, Oregon

Dear Mr. Quimby:

Reference is made to your letter of September 30 in which you call to our attention the burning of some of your field by reason of our activities in this area. As a result of your letter, I have had the matter investigated and I find that your field was set afire inadvertently by our survey crew. The area involved was 21.1 acres of rye grass and 1.1 acres of wheat stubble.

In view of the above, it would appear that we are liable for damage incurred to your property and I am sending one of our right of way agents down to arrive at an equitable settlement of your claim. We wish to express our regret that this damage was done to your property and to thank you for bringing the same to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

LMY:dmh:ar

cc to: Forrest Cooper
Tom Edwards
R. L. Porter
Leonard I. Lindas
J. D. Walker

FORM E-90X—97,900—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

22-1073

Albany, Oregon
October 7, 1958

SUBJECT: Twin Buttes - Belts Road Sect.
Pacific Highway
Inter - Regional

To: J. D. Walker
Division Engineer
Salem, Oregon

RECEIVED
OCT - 8 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

On September 17, 1958, at 2:15 PM, Nile Hoover was inspecting a pipe installation at 2113+80 on the above project, when he dropped a lit cigarette lighter and started a grass fire. The fire spead rapidly covering a large portion of the right-of-way and getting onto 3 parcels of prive property. The fire burned: approximately 0.2 acres of common rye grass stubble on the J. H. & C. E. Vannice property, East of station 2118+00; approximately 3.3 acres of soil bank weeds and grass on the G. & V. H. Hildebrand property, West of 2120+00; and approximately 1.1 acres of wheat stubble and 21.1 acres of common rye grass on the A. H. & Hattie Quimby property, West of station 2130+00.

The Halsey fire department was summond at 2:20 PM and they extinguished the blaze at 4:10 PM.

A 1" = 400' scale map of the burned area are enclosed.

S. F. Walters
Res. Eng.

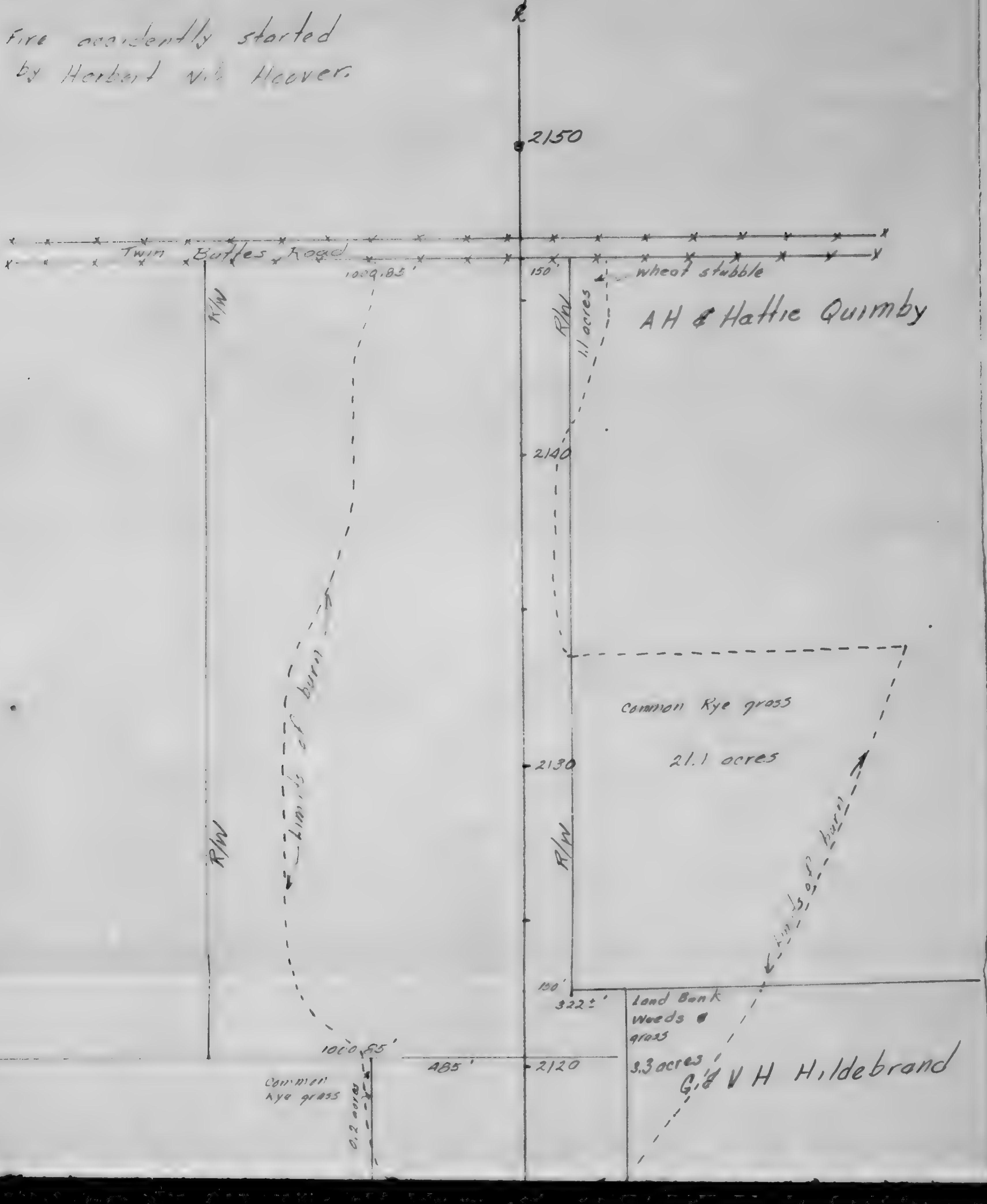
H N. Hoo
by H. N. Hoover
Ass't. Res. Eng.

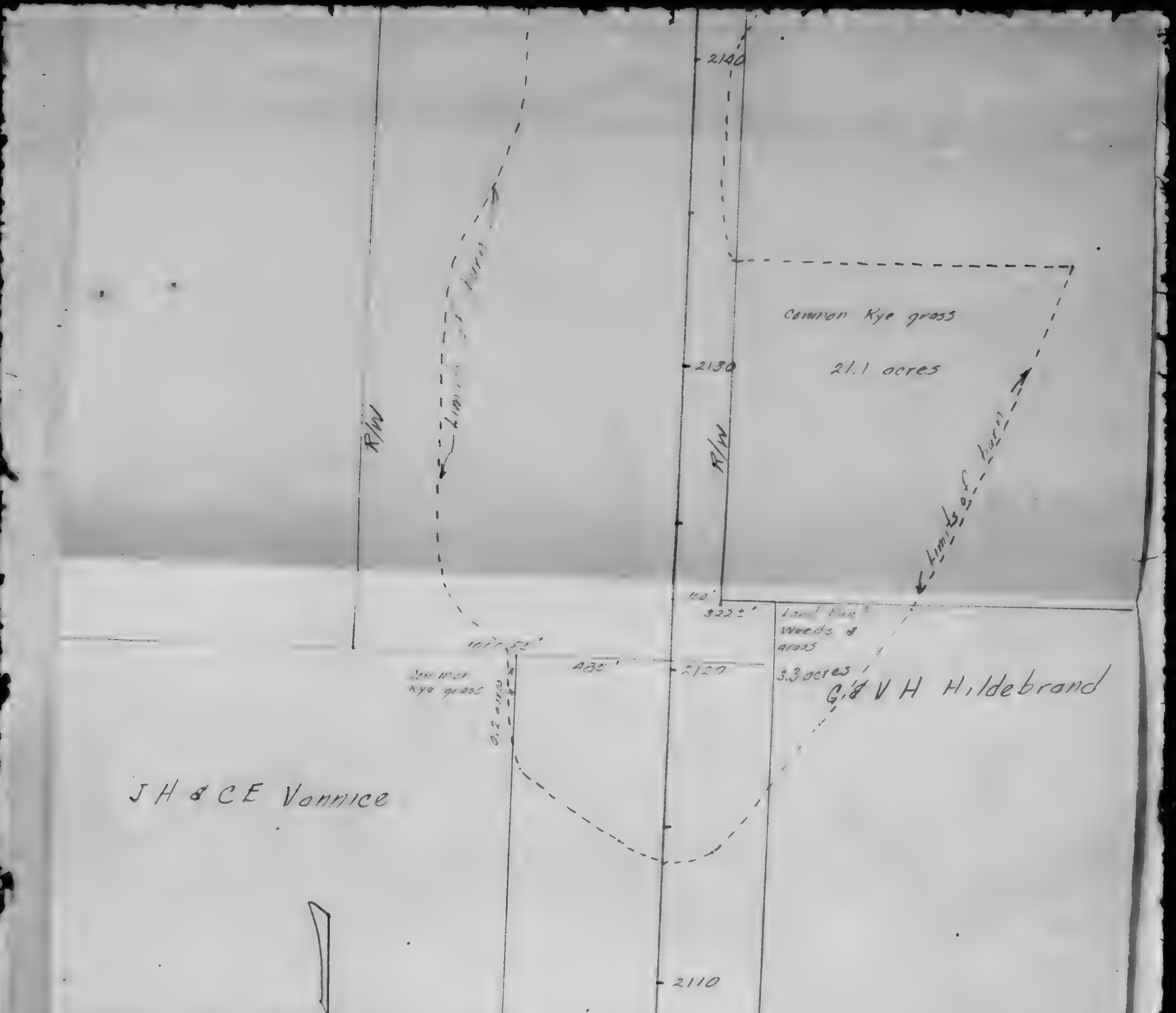
22-1073

Fire damage by fire
of Sept. 17, 58

Fire accidentally started
by Herbert W. Hoover.

Twin Buttes - Belts Rd
Pacific Hwy




2140
Limits of burn
Common Rye grass
21.1 acres
2130
R/W
R/W
Limits of burn
110'
322±'
Weeds &
grass
3.3 acres
101' 52'
Common
Rye grass
0.2 acres
485'
2120
G & V H Hildebrand
J H & C E Vannice
N
2110
R/W
R/W
485'
322±'
2100

REFERRED TO
Edwards:
By State Highway Engineer

Contractor Liability?

Halsey, Oregon
Sept. 30, 1958

State Highway Dept.
Salem, Ore.

About two weeks ago the crew fencing along the west boundry of the land purchased from Hattie Quimby File no. 25667 for the new freeway let a fire get away and burned approxamatly 30 acres of stubble + grass on the property immediatly west of the right of way. I opperate the place and was depending on that field for sheep pasture.

I wish to present a bill for $180 for the loss of pasture, lose of straw returned to the soil, and destruction of line fence with equipment.

As I do not know the contractor doing the work I am sending it to you.

Yours truly
Paul R. Quimby

RECEIVED
OCT 2 1958
OREGON
STATE HIGHWAY COMMISSION

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SEP [illegible] 1958
FOR FILING

I-5-4(18)[illegible]

5293

September 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State share of flagging costs on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, Contract No. 5293, in connection with Federal Aid Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:maj

RECEIVED
SEP 10 1958
FOR FILING

T5-4118
211
5293

FORM E-123 SH

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 10, 1958

Earl L. McNutt Co.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5293, awarded Aug. 12, 1958, for grading on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 2) 1958
FOR FILING
I-5-4(18)211
5202

When replying, refer to
08-35.4

August 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received and approve your plans as submitted for adjustments to the Consumers Power, Inc., power line at the Twin Butte County Road overcrossing near Station 2146+50 on the Twin Buttes-Belts Road Section of the Pacific Highway, Project I-5-4(18)211.

This letter will constitute your authority to proceed with the work as of this date.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

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RECEIVED
AUG 25 1958
FOR FILING

I-5-4(18)211
5293

August 22, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Consumers Power, Inc., power line at the Twin Butte County Road overcrossing near Station 2146+50 on the Twin Buttes-Delta Road Section of the Pacific Highway in Linn County, Project I-5-4(18)211:

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its line.

2. Copies of the Company's estimate for the work.

3. Sketches prepared by the Company showing the revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

5293

A

August 22, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Consumers Power, Inc., power line at the Twin Butte County Road overcrossing near Station 2146+50 on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, Project I-5-4(18)211.

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its line.

2. Copies of the Company's estimate for the work.

3. Sketches prepared by the Company showing the revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
AUG 20 1958
FOR FILING

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 18, 1958, on Contract No. 5293, Twin Buttes-Belts Road Section, in Linn County, in connection with Federal Aid Project No. I-5-4(18)211.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
FOR FILING

File

When replying, refer to:
08-35.4-0

I-5-4(18)211
5293

August 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of August 12, 1958, advising that all rights of entry have been acquired for Oregon Project I-5-4(18)211, Twin Buttes-Belts Road Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5293 to Earl L. McNutt Co. of Eugene, Oregon, low bidder in the amount of $436,491.00 at the July 10, 1958 bid opening.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
AUG 25 1958
FOR FILING

I-5-4(11)211

5293

August 12, 1958

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your proposal for grading on Twin Buttes-Belts Road Section of the Pacific Highway in Linn County for the sum of $436,491.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5293.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

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S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1958

Earl L. McNutt Co.
351½ East Broadway
Eugene, Oregon

Contract for Twin Buttes-Belts Road Section of Pacific Highway, Linn County, for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting
C. W. Head
Files ✓

A

RECEIVED
AUG 13 1958
FOR FILING

[illegible]

53.7

August 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Twin Buttes-Belts Road Section of the Pacific Highway (Interstate Route 5) in Linn County, Project I-5-4(18)211, to Earl L. McNutt Co. of Eugene, Oregon, on the basis of the bid of $436,491.00 submitted on July 10, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

10-57-5M

S-2660

RECEIVED
1958
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

August 1, 1958

314

L. R. SMITH SUPERINTENDENT
I-5-4 (18) 21
5293

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Referring to your letter of July 24 regarding drainage Twin Buttes-Belts Road Section, Pacific Highway, Linn County.

This is your permission for your contractor to perform the amount of work necessary under our 15' open deck pile trestle No. 665.11 on the Woodburn-Springfield Branch.

Work should be performed in accordance with your sketch as submitted with your letter and must be handled under the supervision of our Engineer Inspector who will be assigned to your construction project.

Yours truly,

Copies made
for Edwards
Probert
Walker

RECEIVED
AUG 5 - 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1958
FOR FILING

I-5-4 (18)

5283

July 24, 1958

Mr. L. E. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Drainage
Twin Buttes-Belts Road Section
Pacific Highway
Linn County

Dear Mr. Smith:

You have a small timber structure with a span of approximately 15 feet under your track adjacent to the new freeway being constructed between Albany and Eugene in Linn County. This structure is approximately 330 feet southerly from the point where our freeway overcrosses your railroad at Railroad Station 2999+40.0. To accommodate the local irrigation and drainage district, we have agreed that we will set our drainage pipes, which carry this ditch under our highway, lower than the existing ground surface and will clean out the ditches to get this grade over the width of our right of way. This will require the cleaning out of the ditch on your right of way and under your structure as shown on the attached sketch.

We would request permission from you for our contractor to do the small amount of work necessary on your right of way. Your comments in this request would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

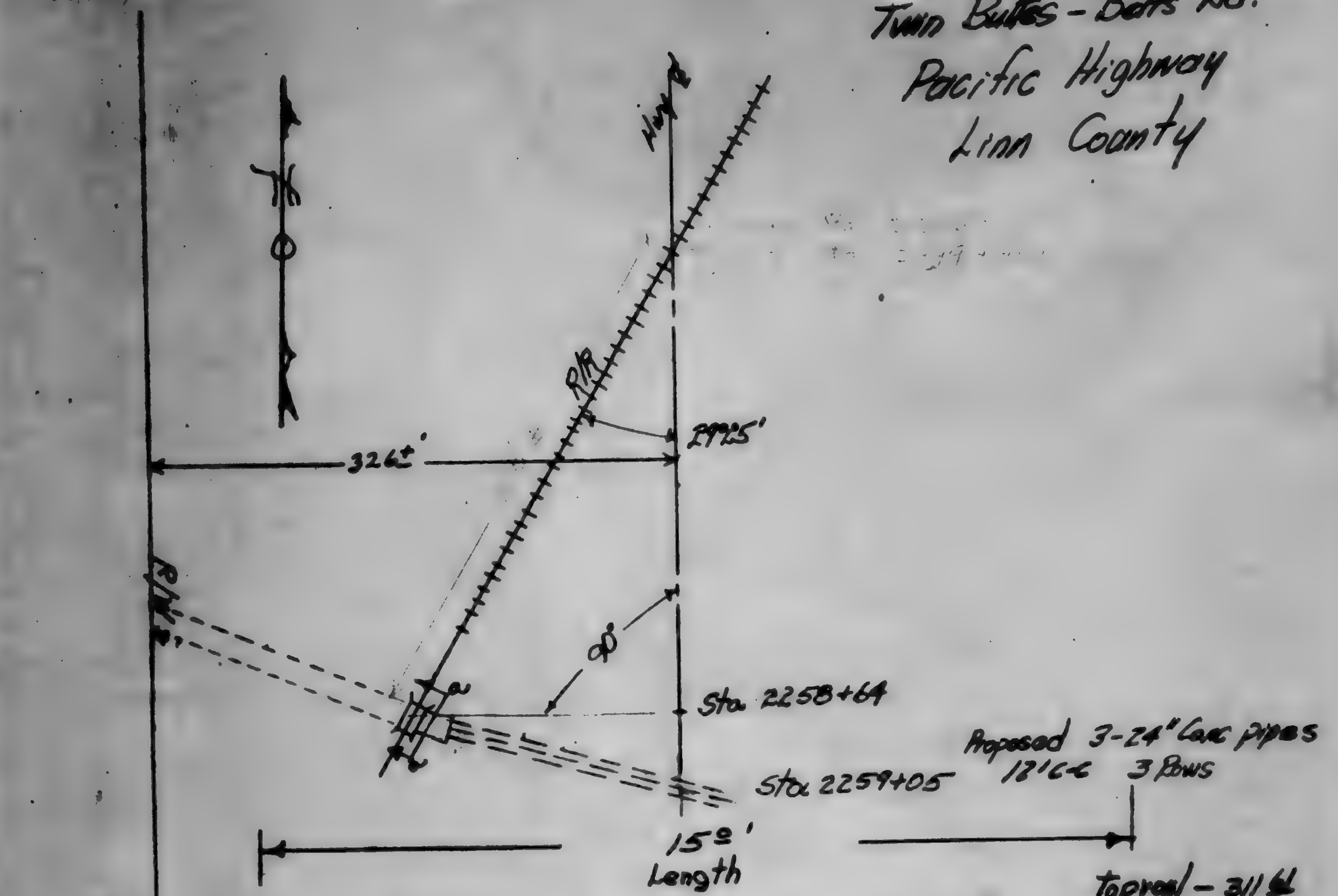
By

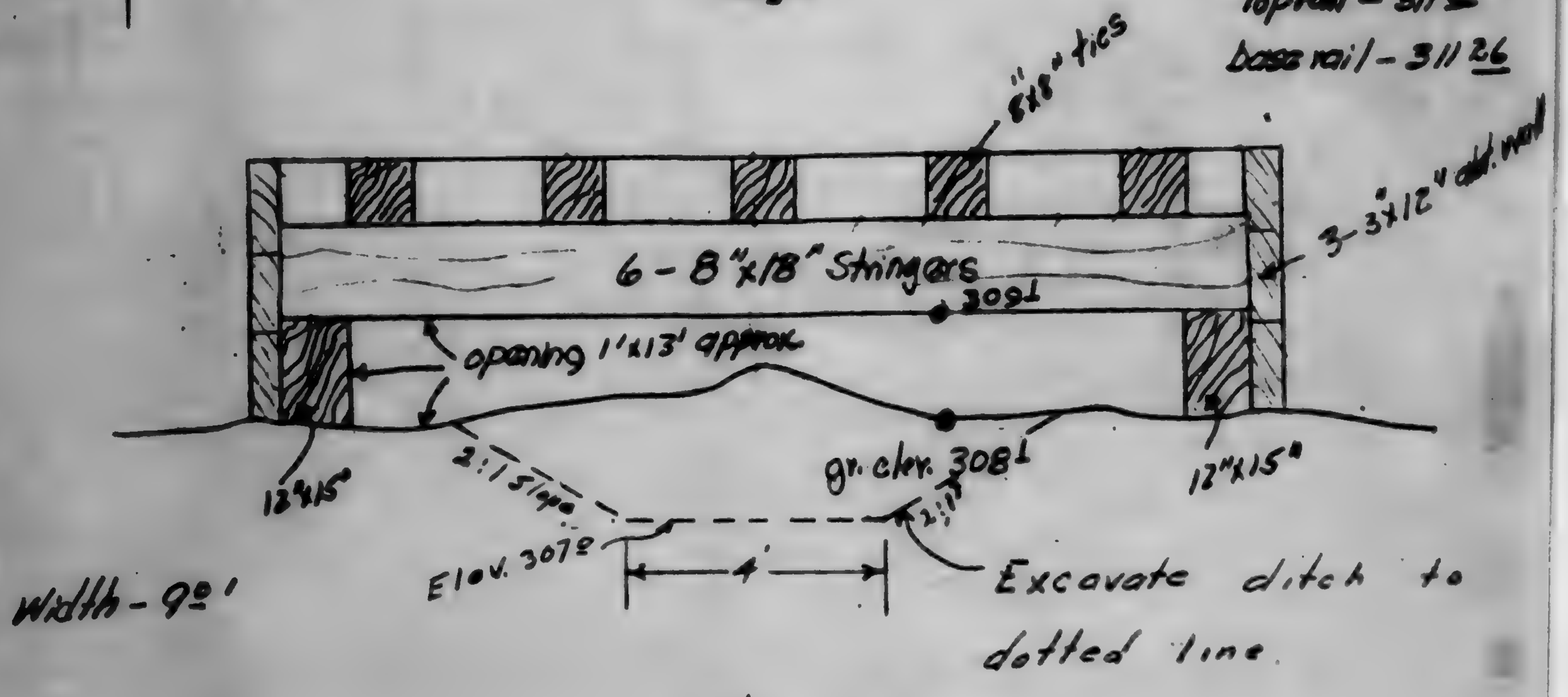
G. S. Paxson
Assistant State Highway Engineer

GSP:fn
Encl.

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. Tom Edwards
Mr. J. D. Walker

Twin Buttes - Betts Rd.
Pacific Highway
Linn County





Section AA

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1958

SUBJECT: Twin Buttes-Belts Road Section
Pacific Highway
Linn County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Department

Attached are six prints of a sketch map showing the proposed improvement of the existing drainage facilities under the Woodburn-Springfield Branch of the S. P. Railroad opposite Station 2258+64 of the subject section.

This improvement is to be done so that this drainage facility can be used as a part of a proposed irrigation system in this area.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. S. F. Walters

[illegible] 1958
OFFICE OF
[illegible] ENGINEER

EARL L. McNUTT
RES. PHONE DI 4-2095

R. E. (BILL) McNUTT
RES. PHONE DI 3-3500

RECEIVED
JUL 1958
FOR FILING

I 5-4 (10) 211

5293

file

ARNOLD LINDELAND
RES. PHONE DI 4-8567

STANLEY QUIGLEY
RES. PHONE 3-1315
P. O. BOX 1215
BOISE, IDAHO

EARL L. McNUTT CO.
GENERAL CONTRACTORS
351½ EAST BROADWAY PHONE DI 4-4257
EUGENE, OREGON

July 21, 1958

REFERRED TO
CCPa
By State Highway Engineer

Re: Grading project, Twin Buttes-
Belts Road Section, Pacific
Highway, Linn County, Ore.

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

We will want to use both borrow areas for above project — the one mentioned in the special provisions to be used between stations 2186/00 and 2225/00 and the one mentioned in letter dated July 3, 1958 to be used between stations 2120/25 and 2145/60.

Yours very truly,

Earl L. McNutt Co.

By Earl L. McNutt
Partner

NOTED
FORREST COOPER

RECEIVED
JUL 22 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E 123X 12,500 4-58

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL [illegible] 1958
FOR FILING
I-5-4 (16)211

R

July 15, 1958

Consumers Power, Inc.
2100 North Ninth Street
Corvallis, Oregon

Re: Consumers Power, Inc.
Power Line Adjustment
Twin Buttes-Belts Road Section
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves a line crossing the new highway near Station 2146+50 which must be adjusted to provide adequate horizontal and vertical clearances. This line is on private property under an unrecorded easement dated March 15, 1940, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED

JWD:RM
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. S. F. Walters
Mr. F. W. Farrar

FORM E-123X 12,500 4-58

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 8 - 1958
FOR FILING

I-5-4 (18) 211

E-293

July 7, 1958

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustment
Twin Buttes-Belts Road Section
Pacific Highway (Linn County)

Gentlemen:

Bids on the above titled project will be received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustment involves a line crossing the highway near Station 2225+70 in order to provide adequate horizontal and vertical clearances. This line is on county road right of way, so that it will be your obligation to make the necessary adjustment without reimbursement.

Further details may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. S. F. Walters
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 9 - 1958
FOR FILING
I-5-4(18)211
5213

July 7, 1958

Halsey Telephone Line No. 2
Halsey, Oregon

Attention: Mr. Henry H. Kirk, Secretary-Treasurer

Re: Halsey Telephone Line No. 2
Telephone Line Adjustments
Twin Buttes-Belts Road Section
Pacific Highway (Linn County)

Gentlemen:

Bids on the above titled project will be received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

Your line which crosses the new highway near Station 2147 must be adjusted to provide adequate vertical and horizontal clearances over the highway. Your line which crosses the new highway near Station 2225 must be adjusted to provide adequate clearances over the highway and to clear a county road undercrossing. Both of these lines are on county road right of way, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. S. F. Walters
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1958
FOR FILING

I 5-4 (18) 21

5293

July 7, 1958

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

In answer to your letters of July 3 and your file numbers 912457/323 and 911/323 concerning the Klamath Falls Section of The Dalles-California Highway and the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, bids for which are to be received in Salem on July 10, 1958.

As mentioned in our letters of June 30 and July 1 we are receiving bids for road work only, the structural work in each of the above sections will be performed under separate contracts bids for which will be received late this fall or early next year. We trust that this will clarify this matter to your satisfaction.

Also complying with your request in the above-mentioned letters, we are mailing under separate cover one copy of the special provisions and plans for each of the above-mentioned projects, and in the future will see that you receive the same data as your division superintendents.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. M. Probert
Office Engineer

VGO'N:bb

8-57-5M

8-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 3, 1958

912457/323

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. S. H. Probert, Office Engineer

Dear Sir:

We have a copy of your letter of June 30 addressed to Mr. A. W. Kilborn at Dunsmuir in connection with the Klamath Falls section of the Dalles-California Highway in Klamath County.

For your information, Mr. Kilborn has now been succeeded by Mr. R. R. Robinson as Superintendent of the Shasta Division at Dunsmuir.

We were previously under the impression that your contract would include the construction of the overpass near the north city limits of Klamath Falls. As you know, no construction agreement on this overpass has been concluded nor has the State been granted the necessary easement across our right of way. It also appears that no P.U.C. application or order has been made. We, therefore, conclude that you have deleted the overpass from your construction contract, and we assume that the present contract on which you are receiving bids on July 10 will include only the embankment for the overpass. Will you please confirm this understanding.

We would also appreciate receiving a duplicate set of the Special Provisions and plans referred to in your letter of June 30. It would be of considerable assistance to us in the future on all highway jobs involving railroad facilities if one set of this data could be supplied to this office as well as to our interested division superintendent.

Yours truly,

WM Jaekle
hn

RECEIVED
JUL 7 1958
OREGON
STATE HIGHWAY COMMISSION

8-57-6M

Southern Pacific Company

S-2705

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

July 3, 1958

911/323

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. S. H. Probert, Office Engineer

Dear Sir:

We have a copy of your letter of July 1 addressed to Superintendent L. R. Smith at Portland in connection with work on the Twin Buttes-Belts Road Section of the Pacific Highway in Linn County, bids on which will be received in Salem on July 10.

Will you please confirm our understanding that this contract will not cover construction of the twin overpass structures near our Station at Rowland but will presumably include the installation of the approaches and embankments for the structures.

We would also appreciate your courtesy in supplying us with a duplicate set of the data referred to in the first paragraph of your letter of July 1 to Mr. Smith.

Yours truly,

W M Jaekle
Rn

RECEIVED
JUL 7 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X

RECEIVED
JUL 2 - 1958
FOR FILING

I-5-4(18)

5293

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 1, 1958

Consumers Power, Inc.
2100 North Ninth Street
Corvallis, Oregon

Re: Consumers Power, Inc.
Power Line Adjustment
Twin Buttes-Belts Road Section
Pacific Highway (Linn County)

Gentlemen:

Bids on the above titled project will be received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

This adjustment involves the changing of a line crossing the new highway near Station 2146+50 which must be adjusted to provide adequate horizontal and vertical clearances.

It appears that your existing line is on private property under an unrecorded easement dated March 15, 1940, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. S. F. Walters
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL - 1958
FOR FILING
I 5-4(18)211

July 1, 1958

5293 Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading work on the Twin Buttes-Belts Road Section of the relocated Pacific Highway in Linn County, bids for which are to be received in Salem on July 10, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment encroachment of the ends of proposed twin railroad overcrossing structures in the vicinity of highway Station 2255+75, and some drainage work opposite highway Station 2259+05 as indicated on Sheet 8 of the plans.

Provisions do not require any additional insurance other than the contractor's regular insurance coverage; however, the contractor is required to protect your tracks, communication lines and any other railroad property which might be damaged by the contractor's operations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JWR:mfh

cc: G. S. Paxson
J. M. DeSouza

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

RECEIVED
[illegible]
FOR FILING
I-5-4(18)211

5293 08-35.4

July 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-5-4(18)211
Revision of Pacific Telephone &
Telegraph Facilities, Twin Buttes-
Lane Co. Line Section of
Pacific Highway

Dear Sir:

We have received and approved the estimate and agreement with the Pacific Telephone and Telegraph Company covering adjustments to a coaxial cable on the above project.

This letter will constitute your authority to proceed with the work described.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Baxter
Acting Division Engineer

NOTED
FORREST COOPER

[illegible]

RECEIVED
JUL - 1958
FOR FILING

OREGON DISTRICT
I 5-4 (18) 211

5293

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4-0

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(18)211, grading on the Twin Buttes-Belts Road section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DF-221(5) Wauna-Westport Sec. of 1958
the Columbia River Hwy.
#5294 (Grad. & Pav.)

C4H
1986

Mr. W RECEIVED
MAR 1960
FOR FILING

NOTED
W WILLIAMS

February 26, 1960

FINAL COST ANALYSIS

Wauna-Westport
Contract No. 5294

Contractors: Fred H. Slate Co. & E.C. Hall Co.
Resident Engineer: E.J. Hall

Columbia River Hwy.
Prefix 4-1079-201(41)

GF [illegible]

5294

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Grubbing & Clearing	100%	All	35,000.00	24,318.87	24,318.87	35,000.00
2. Removal of Bridge	100%	All	1,000.00	257.18	257.18	1,000.00
3. Drainage Excav., Unclass.	1,763.62	Cu. Yd.	3.00	3.46	6,107.54	5,290.86
4. Special Borrow, Unclass.	166,537.5	Cu. Yd.	0.60	0.58	96,871.08	99,922.50
5. General Excav., Unclass.	169,948.9	Cu. Yd.	0.60	0.567	96,396.60	101,969.34
6. Finish R.B. & Slopes	2.54	Mile	1,000.00	832.80	2,115.31	2,540.00
7. Rounding Cutbanks	2,493	Lin. Ft.	0.20	0.178	443.41	498.60
8. 12" C.M.P.	296	Lin. Ft.	3.25	3.13	926.57	962.00
9. 18" C.M.P.	328	Lin. Ft.	4.65	4.11	1,346.44	1,525.20
10. 24" C.M.P.	88	Lin. Ft.	7.00	6.73	592.40	616.00
11. 36" C.M.P.	572	Lin. Ft.	12.50	11.55	6,605.68	7,150.00
12. 72" C.M.P.	200	Lin. Ft.	35.50	33.77	6,754.43	7,100.00
13. 18" Concrete Pipe	57	Lin. Ft.	4.35	3.92	223.16	247.95
14/ Ex. for Pipe under Pavement	20	Lin. Ft.	5.00	2.31	46.10	100.00
15. Concrete Inlets Type G-1	4	Each	125.00	120.74	482.96	500.00
16. Concrete Curbs	35.7	Cu. Yd.	55.00	48.30	1,724.18	1,963.50
*17. Metal Guard Rail	2,495	Lin. Ft.	3.00	2.78	6,938.62	7,485.00
*19. Metal Sight Posts, Dbl. Refl.	74	Each	3.50	3.60	266.40	259.00
20. Loose Rip Rap	243.1	Cu. Yd.	5.00	4.35	1,057.65	1,215.50
21. Coarse Cr. Mat'l in Base	40,598.09	Ton	1.80	1.58	64,053.64	73,076.56
22. 3/4"-0 Cr. Mat'l in Base	9,289.52	Ton	1.90	1.61	14,986.66	17,650.09
23. Sprinkling	403.2	M-Gal.	2.25	2.91	1,172.24	907.20
*24. Preparation of Base	2.54	Mil	250.00	250.00	635.00	635.00

FINAL COST ANALYSIS - Contract No. 5294
Wauna-Westport

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*25. 3/4"-0 Mat'l in Binder Crse.	780.60	Ton	3.35	3.14	2,452.93	2,615.01
* 26. Furnish & Place Aggre.	1,184.87	Ton	3.75	3.19	3,785.49	4,443.26
*27. RC-3 Asphalt	90.47	Ton	47.00	47.00	4,252.09	4,252.09
*28. 120-150 Asphalt	69.05	Ton	43.50	43.50	3,003.68	3,003.68
*29. RS-1 Asphalt	23.71	Ton	46.50	46.50	1,102.52	1,102.52
*30. Asph. Concrete Mix	10,082.1	Ton	4.75	4.45	44,893.25	47,889.98
*31. 85-100 Asph. in Mix	509.2	Ton	33.50	33.50	17,058.20	17,058.20
*32. Ex. for Asph. Conc. Appr.	32	Each	30.00	30.00	960.00	960.00
*33. Asph. Conc. Traffic Markers	239.4	Lin. Ft.	1.00	1.00	239.40	239.40
PA#1 Install Tidegate on 72" CMP	100%	All	100.00	63.64	63.64	100.00
Const. hold downs on 72" CMP	100%	All	1,550.00	986.47	986.47	1,550.00
Install tide gates on 36" CMP	3	Each	83.333	53.04	159.12	250.00
Const. hold downs on 36" CMP	3	Each	541.33	377.85	1,133.56	1,623.99
PA#2 6" Perf. Metal Dr. Pipe	420	Lin. Ft.	2.50	1.98	833.28	1,050.00
PA#2 Special Backfill in Drains	62.02	Cu. Yd.	2.50	1.84	114.12	155.05
PA#3 Quarry Run Rock	4,510	Cu. Yd.	0.48	0.41	1,857.10	2,164.80
PA#4 Cement Adj. favor Contr.	16.22	Bbl.	4.35	4.35	70.56	70.56
PA#5 Chng. Speci. for Metal Sight Pst.	74	Each	1.15	1.15	85.10	85.10
PA#6 Purchase 36" CMP	22	Lin. Ft.	9.08	9.08	199.76	199.76
Purchase 24" CMP	62	Lin. Ft.	4.65	4.65	288.30	288.30
Purchase 18" CMP	12	Lin. Ft.	2.98	2.98	35.76	35.76
Purchase 24" CMP Bands	3	Each	4.65	4.65	13.95	13.95
Purchase 18" CMP Bands	1	Each	2.98	2.98	2.98	2.98
Force Account					3,185.00	3,461.77
					420,998.38	460,230.46

DETAIL OF COST - Contract No. 5294

Labor:					
Labor				$ 140, 575. 33	
Labor Insurance				11, 072. 94	
Health and Welfare				3, 875. 15	
Pension				182. 02	$ 155, 705. 44
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental				134, 360. 66	
Gas, Oil and Grease				18, 438. 89	
Bond				2, 893. 51	
P. L. and P. D. Insurance				1, 862. 01	
Royalties				3, 984. 60	
Telephone & Telegraph				832. 91	
Travel				730. 44	
Freight				5, 769. 69	
Miscellaneous Supplies				1, 742. 74	
Home office and General Overhead				6, 000. 00	176, 615. 45
Subcontractors:					
Clarambeau (Concrete) Items 15 & 16				2, 237. 20	
J. C. Compton (Asphaltic Concrete) Items 24 - 33 Incl.				63, 909. 63	
R. & W. (Guard Rail & Sight Posts) Items 17 & 19				3, 406. 95	69, 553. 78
Materials:					
6" Perf. Corr. Metal Pipe	420 Lin. Ft.	@	$1. 02	428. 88	
12" Corr. Metal Pipe	296 Lin, Ft.	@	$2. 17	643. 26	
18" Corr. Metal Pipe	340 Lin. Ft.	@	$3. 04	1, 034. 06	
24" Corr. Metal Pipe	150 Lin. Ft.	@	$4. 93	739. 35	
36" Corr. Metal Pipe	572 Lin. Ft.	@	$9. 08	5, 193. 76	
72" Corr. Metal Pipe	200 Lin. Ft.	@	$24. 77	4, 954. 30	
18" Concrete Pipe	57 Lin. Ft.	@	$2. 05	116. 85	
Metal Guard Rail	2, 495 Lin. Ft.	@	$1. 35	3, 368. 25	
Metal Sight Posts	74 Each	@	$2. 50	185. 00	
Explosives	10, 250 Lbs.	@	$0. 24	2, 460. 00	19, 123. 71
			TOTAL COST		$ 420, 998. 38

Gross Revenue	$ 460, 230. 46
Total Cost	420, 998. 38
Net Profit	$ 40, 232. 08

Net Profit equals 8.74% of Gross Revenue

Remarks - Contract No. 5294

This was a "Federal Aid Primary Project" calling for the construction of 2.54 miles of highway roadbed, involving approximately 113,500 cubic yards of roadbed excavation and 280,000 cubic yards of special borrow; approximately 40,900 tons of crushed materials in base and shoulders; approximately 9,000 tons of asphaltic concrete and oil mat wearing surface; type 0-11 on highway shoulders.

The west end of the project was at Station 202+00, which station is approximately 0.42 mile west of the junction of Columbia River Highway and the Wauna Road and about 23 miles east of Astoria. The east end of the project was at Station 337+00, which station is 0.25 mile east of Plympton Creek Bridge. The overall length of the project was 2.56 miles.

Bids were received June 17, 1958, work started July 11, 1958; the contract was awarded August 15, 1958, and the project was completed September 11, 1959.

Clearing and grubbing progressed very well and due to the dry season, the swampy area was dry enough to permit heavy tractors. Grading was done with a large amount of equipment before high water interfered. The excavation at Plympton Creek necessitated shooting and this proved very expensive. Royalties were paid on special borrow.

Items 15, 16, 17, 19, 24, 25, 26, 27, 28, 29, 30, 31, 32 and 33 were in part or wholly done by others.

Equipment on project: four D-8's with dozers, two D-8's with carryalls, two power saws, twelve 18-yd. Euclid trucks, 71B 3-yd. shovel, 80-D shovel, 210 c.f.m. compressor, 600 c.f.m. compressor mounted on D-8 cat with 2-1/2" drill, 3/4-yd. dragline, two blades, two rollers, 1-yd. dragline, three trains, loader, three 10-yd. trucks, five 5-yd. trucks, water wagon, distributor, miscellaneous pickups and small tools.

Good supervision, efficient operation, and excellent equipment contributed to a good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
MAR - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1960

GF 221(5) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5294	15 F	Fred H. Slate Co., Oreg. Ltd. & E.C. Hall	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
32008	140370	$ 14,328.69	1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 170 workdays from August 25, 1958

Time Extensions: None of record

Completion Date: September 11, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: January 7, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN - 8 1960

G.C.

RECEIVED
DEC 18 1959

FOR FILING

[illegible]

[illegible]

A

December 18, 1959

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5294 for grading-paving the Wauna-Westport Section of the Columbia River Highway in Clatsop County was completed by the contractor, Fred H. Slate Co. Oreg. Ltd., and F. C. Hall Co., on September 11, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $14,328.69 will be released to the contractor on or after December 28, 1959. The total contract amount is $460,230.46, of which amount $3,461.77 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

Letter to: Great American Insurance Co.

RECEIVED
DEC 18 1959
FOR FILING

2F221(2)

5294

A

December 18, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5294 for grading-paving the Wauna-Westport Section of the Columbia River Highway in Clatsop County was completed by the contractor, Fred H. Slate Co. Oreg. Ltd., and E. C. Hall Co., on September 11, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $14,328.69 will be released to the contractor on or after December 28, 1959. The total contract amount is $460,230.46, of which amount $3,461.77 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Letter to: Maryland Casualty Co.

A

RECEIVED
OCT 29 1959
FOR FILING
[illegible]
5294

October 28, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co., Oreg. Ltd., & E. C. Hall Co., on contract #5294 for grading-paving the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

This payment, in the amount of $24,051.30 will be released to contractor on or after November 9, 1959. The retained percentage is $13,790.78.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
320 California Street
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

A

Form E-1—(Rev.)—

SF 22-51
5294

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 9, 19 59

Section Wauna - Westport

Kind of work Grading & Paving

Highway Columbia River County Clatsop

Section prefix 4-1079

Contractor Fred H. Slate Co. & E. C. Hall Co.

Contract number 5294

Date of contract August 15, 19 58

Specified work days 170

Date work started July 11, 19 58

Work days used 139

Project authorization $ 545,771.25

Exclusive of engineering $ 509,960.85

Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering $ 474,928.14

Estimated per cent ~~overrun or~~ underrun 5.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 38,810.40

Engineering cost to date $ 39,980.00, 103 %

Date project was completed September 11, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Thursday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
OCT 12 1959
NOTED CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.54	2.54		2.54	2.54
Miles partially completed					
Miles completed	2.54	2.54		2.54	2.54
Total estimated quantities (contract)	393,500 C.Y.	40,900 T		186 T	9,000 T
Total quantities corrected to date	336,486 C.Y.	49,886 T		182 T	10,082 T
Estimated quantities moved or placed to date	336,486 C.Y.	49,886 T		182 T	10,082 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Rain		
Friday	Showers		
Saturday			

RECEIVED
[illegible] 1959
FORM E-30X—80M—2-59—18180

[illegible]

5294

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1959

Wauna-Westport Section
SUBJECT: Lower Columbia River Highway

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Price Agreement #5 for changing the specification for metal sight posts on the subject section has been disapproved by the Bureau of Public Roads on the basis that the work was completed previous to advising the Bureau of Public Roads of the proposed change. The Bureau of Public Roads has agreed to participate for the W-2 sight posts at the unit bid price of the Type B posts. However, we do not get participation on $85.10 which would have been forthcoming had you followed the prescribed procedure of getting advance approval for the change.

I realize that you are fully aware of the situation and that you have done a good job in keeping these lapses at a minimum. It would appear that Resident Engineer Hall should be reinstructed in this procedure.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper

RECEIVED

RECEIVED

5294

When replying, refer to:

08-33.4-DA

408 State Highway Building
Salem, Oregon

October 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon DF-221(5)
~~Wauna-Westport~~
Price Agreement No. 5
Change specifications for metal sight posts.

Dear Sir:

The above price agreement was submitted with your letter of September 25. Inasmuch as the contract was completed on September 11 and we had not been previously advised of the proposed change, we are unable to approve the price agreement. All copies of the agreement are returned herewith.

It had been our understanding the type "W-2" guide posts were to be used only on Interstate projects at this time. However, we are willing to consider their use on other projects where the additional protection is needed due to heavy traffic, hazardous alignment, etc.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

[illegible]

Attachments

NOTED
FORREST COOPER

A

RECEIVED
SEP 17 1959
FOR FILING

DF 221(5)

5-4

September 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed September 11, 1959, on Contract No. 5294, Wauna-Westport Section, Clatsop County, in connection with Federal Aid Project No. DF-221(5).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

RECEIVED
JUL - 1 1959
FOR FILING DF 221(5)
5294

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering construction of stairway and handrail on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Contract No. 5294, in connection with Federal Aid Project No. DF-221(5).

In constructing the fill on this project, a dwelling left of Station 326+25 was left without access to the walkway. The fill is designed with a curb and for a future sidewalk. The only access to this walkway is to climb the fill slope. This is dangerous and complaints have been registered.

This property is in an uncontrolled access area. Settlement was made without reference to the steps. In the interest of public relations and to insure against possible future personal damage claims, the steps are necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
MAR 13 1959
FOR FILING

DF-221(5)

5294

March 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing and grubbing on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Contract No. 5294, in connection with Federal Aid Project No. DF-221(5).

Access to, or from, the Driscoll Slough County Road requires two right angle turns. Extension of the county road westerly approximately 300 feet will replace the two sharp turns with one which will be much easier. Several objections have been made regarding the present alignment.

A sketch of the proposed extension of the county road is attached. This order covers the extra clearing and grubbing required. Grading, etc., will be done at contract prices.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
[illegible]
FOR FILING

DF-221(5)

5794

When replying, refer to
08-35.4-0

January 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-221(5)
Wauna-Westport Section,
Columbia River Highway
Order for State Force Work
Dated December 12, 1958
Seeding, Fertilizing and mulching

Dear Sir:

Reference is made to your letter dated December 30, 1958 concerning the subject order.

We are approving the use of State Forces as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped or staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work involved is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

[illegible]
FORREST COOPER

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RECEIVED
JAN 5 - 1959
FOR FILING

DF-221(5)

5294

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Contract No. 5294, in connection with Federal Aid Project No. DF-221(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The state has the necessary special equipment operated by experienced crews. The amount is too small to contract.

Your approval of this order, at agreed unit prices, under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $1,350.00, with Federal participation of $810.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
[illegible] 1958
FOR FILING

DF-221(5)

When replying, Refer to
08-35.4-0

5294

September 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon DF-221(5),
Wauna-Westport Sec.,
Columbia River Highway

Dear Sir:

Reference is made to your letter of September 10, 1958 requesting approval of an agreement between the State and the Clatskanie Peoples' Utility District covering relocation of the District's facilities on the above project.

One of the conditions under which the division engineer can authorize the State to proceed with utility relocation is that the work must be included in an approved program. Since it was not included in either the program or the project agreement estimate, we cannot approve the agreement or authorize the work to proceed.

All copies of documents enclosed with your September 10 letter are returned herewith.

Very truly yours,

C. G. Polk
Division Engineer

Enclosures

NOTED
FORREST COOPER

Orig to SHP

A

RECEIVED
SEP 11 1958
FOR FILING

DF-221(5)

5294

September 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with relocating the Clatskanie Peoples' Utility District facilities on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Project No. DF-221(5):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Utility for moving a portion of its line.

2. Copies of the Utility's estimate for moving the portion of its line on private property.

3. Sketches prepared by the Utility covering work to be done.

Your approval of the agreement between the State and Utility and authorization to proceed with the work as of this date under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

G. S. Paxson
Assistant State Highway Engineer

Enc.

Oregon State Highway Department

Federal Aid
Project No. DP-221(5)

(F-2110)

Wauna-Westport Section of the

Columbia River Highway In Clatsop County

5394

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, September 5, 1958

Type Code 6201
Roadway (Sta. 202+00 to Sta. 336+00)(Contract No. 5294)

Clearing and Grubbing	All	Required		$35,000.00
Removal of Bridge	All	Required		1,000.00
Drainage Excavation, Unclassified	750	cu.yds.	3.00	2,250.00
Special Borrow Excavation, Unclassified	280,000	cu.yds.	0.60	168,000.00
General Excavation, Unclassified	113,500	cu.yds.	0.60	68,100.00
Finishing Roadbed and Slopes	2.54	Miles	1,000.00	2,540.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
12-inch Corrugated Metal Pipe	160	lin.ft.	3.25	520.00
18-inch Corrugated Metal Pipe	280	lin.ft.	4.65	1,302.00
24-inch Corrugated Metal pipe	160	lin.ft.	7.00	1,120.00
36-inch Corrugated Metal Pipe	600	lin.ft.	12.50	7,500.00
72-inch Corrugated Metal Pipe	460	lin.ft.	35.50	16,330.00
18-inch Concrete Pipe	60	lin.ft.	4.35	261.00
Extra for Pipe Under Pavement	30	lin.ft.	5.00	150.00
Concrete Inlets, Type "G-1"	4	only	125.00	500.00
Concrete Curbs	40	cu.yds.	55.00	2,200.00
Metal Guard Rail	1,900	lin.ft.	3.00	5,700.00
Salvaging Guard Rail	400	lin.ft.	1.00	400.00
Metal Sight Posts, Double Reflector	80	only	3.50	280.00
Loose Riprap	130	tons	5.00	650.00
Coarse Crushed Material in Base	32,500	tons	1.80	58,500.00
3/4"-0 Material in Base	8,400	tons	1.90	15,960.00
Sprinkling	1,100	M-Gals.	2.25	2,475.00
Preparation of Base	2.54	Miles	250.00	635.00
3/4"-0 Material in Binder Course	630	tons	3.35	2,110.50
Furnishing and Placing Aggregates	1270	tons	3.75	4,762.50
MC-3 Asphalt	70	tons	47.00	3,290.00
120-150 Asphalt	90	tons	43.50	3,915.00
RC-1 Asphalt	26	tons	46.50	1,209.00
Asphaltic Concrete Mixture	9,000	tons	4.75	42,750.00
85-100 Asphalt in Mixture	540	tons	33.50	18,090.00
Extra for Asphaltic Concrete Approaches	22	only	30.00	660.00
Asphaltic Concrete Traffic Markers	70	lin.ft.	1.00	70.00
				$468,330.00

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Work by Pacific Tel. & Tel. Co.	All Required		2,900.00
Adjust Water Lines by Shepard & Morse Lumber Company	All Required		3,600.00
Seeding and Mulching	All Required		3,000.00
	Subtotal		$480,330.00
	10% Engr. & Cont.		48,033.00
	Total		$528,363.00

Type Code X020
Plympton Creek Bridge (Sta. 328 ⁄ 10.5 to Sta. 328 ⁄ 79.5)(Contract No. 5297)

Structural Excavation	390 cu.yds.	$ 8.00	$ 3,120.00
Class "A" Concrete	222 cu.yds.	65.00	14,430.00
Metal Reinforcement	39,500 lbs.	0.13	5,135.00
8-inch Metal Drain Pipe	28 lin.ft.	5.00	140.00
Shoring, Cribbing, Etc.	All Required		2,000.00
	Subtotal		$ 24,825.00
	10% Engr. & Cont.		2,482.50
	Total		$ 27,307.50

Length of Roadway	2.535 Miles
Length of Structure	0.013 Miles
Total Length	2.548 Miles
Cost of Roadway Per Mile	$208,427.22

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$528,363.00	$394,100.00	$ 82,900.00	$51,363.00
Structure	27,307.50	20,300.00	4,200.00	2,807.50
	$555,670.50	$414,400.00	$87,100.00	$54,170.50

State Funds for Construction: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap 529, laws 1939.

Wauna-Westport Section

Project No. DF-221(5)

(Estimate of cost of work to be done by the Pacific Telephone and Telegraph Co.)

Labor		$2,065.00
Material		765.00
Equipment		155.00
Less Salvage		20.00 Cr.
		$ 2,965.00
	Use	2,900.00

(Estimate of cost of work to be done by the Shepard & Morse Lumber Company)

Labor		$ 720.00
Materials		2,904.00
		$3,624.00
	Use	3,600.00

Oregon State Highway Department

Federal Aid
Project No. DF-221(5)

WAUNA - WESTPORT SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1958

Type Code 6201
Roadway (Sta. 202+00 to Sta. 337+00)(Low Bid Prices)

Clearing and Grubbing	All	Required		$35,000.00
Removal of Bridge	All	Required		1,000.00
Drainage Excavation, Unclassified	750	cu.yds.	$ 3.00	2,250.00
Special Borrow Excavation, Unclassified	280,000	cu.yds.	0.60	168,000.00
General Excavation, Unclassified	113,500	cu.yds	0.60	68,100.00
Finishing Roadbed and Slopes	2.54	miles	1,000.00	2,540.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
12 Inch Corrugated Metal Pipe	160	lin.ft.	3.25	520.00
18 Inch Corrugated Metal Pipe	280	lin.ft.	4.65	1,302.00
24 Inch Corrugated Metal Pipe	160	lin.ft.	7.00	1,120.00
36 Inch Corrugated Metal Pipe	600	lin.ft.	12.50	7,500.00
72 Inch Corrugated Metal Pipe	460	lin.ft.	35.50	16,330.00
18 Inch Concrete Pipe	60	lin.ft.	4.35	261.00
Extra for Pipe Under Pavement	30	lin.ft.	5.00	150.00
Concrete Inlets, Type "G-1"	4	only	125.00	500.00
Concrete Curbs	40	cu.yds.	55.00	2,200.00
Metal Guard Rail	1,900	lin.ft.	3.00	5,700.00
Salvaging Guard Rail	400	lin.ft.	1.00	400.00
Metal Sight Posts, Double Reflector	80	only	3.50	280.00
Loose Riprap	130	tons	5.00	650.00
Coarse Crushed Material in Base	32,500	tons	1.80	58,500.00
3/4" - 0 Material in Base	8,400	tons	1.90	15,960.00
Sprinkling	1,100	M-Gals.	2.25	2,475.00
Preparation of Base	2.54	miles	250.00	635.00
3/4" - 0 Material in Binder Course	630	tons	3.35	2,110.50
Furnishing and Placing Aggregates	1,270	tons	3.75	4,762.50
RC-3 Asphalt	70	tons	47.00	3,290.00

120-150 Asphalt	90 tons	$ 43.50	$ 3,915.00
RS-1 Asphalt	26 tons	46.50	1,209.00
Asphaltic Concrete Mixture	9,000 tons	4.75	42,750.00
85-100 Asphalt in Mixture	540 tons	33.50	18,090.00
Extra for Asphaltic Concrete Approaches	22 only	30.00	660.00
Asphaltic Concrete Traffic Markers	70 lin.ft.	1.00	70.00
			$468,830.00

Flagging (57½% of Contractor's Cost)	All Required	2,000.00
Work by Pacific Tel. & Tel. Co.	All Required	4,500.00
Adjust Water Lines By Shepard & Morse Lbr. Co.	All Required	800.00
Seeding and Mulching	All Required	3,000.00
	Subtotal	479,130.00
	10% Engr. & Cont.	47,913.00
	Total	$527,043.00

Type Code X020
Plympton Creek Bridge (Sta. 322+10.5 to Sta. 322+79.5)

Structural Excavation	390 cu.yds.	$ 8.00	$ 3,120.00
Class "A" Concrete	222 cu.yds.	70.00	15,540.00
Metal Reinforcement	39,500 lbs.	0.13	5,135.00
8 Inch Metal Drain Pipe	28 lin.ft.	4.00	112.00
Shoring, cribbing, etc.	All Required		2,000.00
	Subtotal		25,907.00
	10% Engr. & Cont.		2,590.70
		Total	$28,497.70

Length of Roadway	2.535 Miles
Length of Structure	0.013 Miles
Total Length	2.548 Miles
Cost of Roadway Per Mile	$207,906.50

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$527,043.00	$393,000.00	$ 82,000.00	$ 52,043.00
Structure	28,497.70	21,000.00	4,000.00	3,497.70
	$555,540.70	$414,000.00	$ 86,000.00	$ 55,540.70

Oregon State Highway Department

Federal Aid
Project No. DF-221(5)

WAUNA-WESTPORT SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1958

Type Code 6201
Roadway (Sta. 202+00 to Sta. 337+00)

Clearing and Grubbing	All Required	$	$ 35,000.00
Removal of Bridge	All Required		1,500.00
Drainage Excavation, Unclassified	750 cu. yds.	3.00	2,250.00
Special Borrow Excavation, Unclassified	280,000 cu. yds.	0.47	131,600.00
General Excavation, Unclassified	113,500 cu. yds.	0.67	76,045.00
Finishing Roadbed and Slopes	2.54 miles	700.00	1,778.00
Rounding Cutbanks	3,000 lin. ft.	0.20	600.00
12-inch Corrugated Metal Pipe	160 lin. ft.	3.75	600.00
18-inch Corrugated Metal Pipe	280 lin. ft.	5.00	1,400.00
24-inch Corrugated Metal Pipe	160 lin. ft.	7.50	1,200.00
36-inch Corrugated Metal Pipe	600 lin. ft.	14.00	8,400.00
72-inch Corrugated Metal Pipe	460 lin. ft.	40.00	18,400.00
18-inch Concrete Pipe	60 lin. ft.	4.50	270.00
Extra for Pipe Under Pavement	30 lin. ft.	3.00	90.00
Concrete Inlets, Type "G-1"	4 only	85.00	340.00
Concrete Curbs	40 cu. yds.	50.00	2,000.00
Metal Guard Rail	1,900 lin. ft.	3.00	5,700.00
Salvaging Guard Rail	400 lin. ft.	1.75	700.00
Metal Sight Posts, Double Reflector	80 only	3.75	300.00
Loose Riprap	130 tons	2.00	260.00
Coarse Crushed Material in Base	32,500 tons	1.50	48,750.00
3/4" - 0 Material in Base	8,400 tons	1.65	13,860.00
Sprinkling	1,100 M-gals.	3.00	3,300.00
Preparation of Base	2.54 miles	250.00	635.00
3/4" - 0 Material in Binder Course	630 tons	1.85	1,165.50
Furnishing and Placing Aggregates	1,270 tons	2.00	2,540.00
RC-3 Asphalt	70 tons	42.00	2,940.00
120-150 Asphalt	90 tons	45.00	4,050.00
Rs-1 Asphalt	26 tons	50.00	1,300.00
Asphaltic Concrete Mixture	9,000 tons	4.35	39,150.00
85-100 Asphalt in Mixture	540 tons	36.00	19,440.00
Extra for Asphaltic Concrete Approaches	22 only	30.00	660.00
Asphaltic Concrete Traffic Markers	70 lin. ft.	1.00	70.00
			$426,293.50

Flagging (57½% of Contractor's Cost)	All Required	$ 2,000.00
Work by Pacific Tel. and Tel. Company	All Required	4,500.00
Adjust Water Lines by Shepard & Morse Lbr. Co.	All Required	800.00
Seeding and Mulching	All Required	3,000.00
	Subtotal	$436,593.50
	10% Engr. & Cont.	43,659.35
	Total	$480,252.85

Length of Roadway	2.535 Miles
Length of Structure	0.013 Miles
Total Length	2.548 Miles
Cost of Roadway Per Mile	$189,448.85

Federal "DF" Funds	$358,000.00
Federal "LF" Funds	76,000.00
State Funds	46,252.85
	$480,252.85

Oregon State Highway Department

Federal Aid
Project No. DF-221(5)

WAUNA-WESTPORT SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 6, 1958

Type Code 6201
Roadway (Sta. 202+00 to Sta. 337+00)

Clearing and Grubbing	All Required		$ 50,000.00
Removal of Bridge	All Required		1,500.00
Drainage Excavation, Unclassified	750 cu. yds.	$ 3.00	2,250.00
Special Borrow Excavation, Unclassified	280,000 cu. yds.	.55	154,000.00
General Excavation, Unclassified	113,500 cu. yds.	.68	77,180.00
Finishing Roadbed and Slopes	2.54 miles	700.00	1,778.00
Rounding Cutbanks	3,000 lin. ft.	.20	600.00
12-inch Corrugated Metal Pipe	160 lin. ft.	3.75	600.00
18-inch Corrugated Metal Pipe	280 lin.ft.	5.00	1,400.00
24-inch Corrugated Metal Pipe	160 lin. ft.	7.50	1,200.00
36-inch Corrugated Metal Pipe	600 lin. ft.	14.00	8,400.00
72-inch Corrugated Metal Pipe	460 lin. ft.	40.00	18,400.00
18-inch Concrete Pipe	60 lin. ft.	4.50	270.00
Extra for Pipe Under Pavement	30 lin. ft.	3.00	90.00
Concrete Inlets, Type "G1"	4 only	85.00	340.00
Concrete Curbs	40 cu. yds.	50.00	2,000.00
Metal Guard Rail	1,900 lin. ft.	3.00	5,700.00
Salvaging Guard Rail	400 lin. ft.	1.75	700.00
Metal Sight Posts, Double Reflector	80 only	3.75	300.00
Loose Riprap	130 tons	2.00	260.00
Coarse Crushed Material in Base	32,500 tons	1.60	52,000.00
3/4" - 0 Material in Base	8,400 tons	1.65	13,860.00
Sprinkling	1,100 M-gal.	3.00	3,300.00
Preparation of Base	2.54 miles	250.00	635.00
3/4" - 0 Material in Binder Course	630 tons	1.85	1,165.50
Furnishing and Placing Aggregates	1,270 tons	2.00	2,540.00
RC-3 Asphalt	70 tons	42.00	2,940.00
120-150 Asphalt	90 tons	45.00	4,050.00
RS-1 Asphalt	26 tons	50.00	1,300.00
Asphaltic Concrete Mixture	9,000 tons	4.35	39,150.00
85-100 Asphalt in Mixture	540 tons	36.00	19,440.00
Extra for Asphaltic Concrete Approaches	22 only	30.00	660.00
Asphaltic Concrete Traffic Markers	70 lin. ft.	1.00	70.00
			$468,078.50

Flagging (57½% of Contractors Cost)	All Required	2,000.00
Work by Pacific Tel. & Tel. Co.	All Required	4,500.00
Adjust Water Lines by Shepard and Morse Lumber Co.	All Required	800.00
Seeding and Mulching	All Required	3,000.00
	Subtotal	$478,378.50
	10% Engr. & Cont.	47,837.85
	Total	$526,216.35

Length of Roadway.	2.535 miles
Length of Strusutre.	0.013 mile
Length, Total	2.548 miles
Cost of Roadway per mile	$207,580.41

Federal "DF" Funds	$392,000.00
Federal "LF" Funds	82,000.00
State Funds.	52,216.35
	$526,216.35

[illegible] CREEK BRIDGE

[illegible] SECTION

COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

Federal Aid Project No.
Bridge No. [illegible]

[illegible] — July 30, 19[illegible]

1.	Lump Sum	Clearing, Grubbing, Etc.		2000 —
2.	390 cu. yds.	Structural Excavation	8⁰⁰	3120 —
3.	222 cu. yds.	Class "A" Concrete	70⁰⁰	15,540 —
4.	39500 lbs.	Metal Reinforcement	0.13	5135 —
5.	28 lin. ft.	[illegible] Metal Drain Pipe	4.00	112 —
	For construction of Bridge —			25,907 —
	Engineering and Contingencies			3238.28
	Net Authorization			29,145.28

[illegible]
Clatsop County
FA [illegible] LF-[illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ [illegible]
Anticipated Additional Items:	
	[illegible]
	$ [illegible] [illegible]
Engr. & Cont. (12½%)	
Estimated Net Authorization, Constr.	$ 27,5 38

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

[illegible]

Oregon State Highway Division
State Highway Building
Salem, Oregon

[illegible] Telephone Line Adjustments
[illegible]-Westport Section
Columbia River Highway
Clatsop County

Attn: Mr. [illegible] Engineer

Gentlemen:

[illegible] procedures [illegible] submitting [illegible] estimate of the cost [illegible] highway [illegible]

[illegible] estimate of the [illegible] follows:

Material	$ [illegible]30
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	155
[illegible]	[illegible]
	[illegible]

CONSTRUCTION DIVISION
RECEIVED

FILE [illegible]

[illegible] allowance for accrued depreciation [illegible] segment of our [illegible]

If you have any inquiries concerning this job please address them to me at [illegible] N.E. [illegible] Portland [illegible] Oregon, referring to our [illegible]

Yours very truly,

[illegible]

District Plant Engineer

[illegible]

By Construction Engineer

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, Refer to
08-35.4-0

September 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon DF-221(5),
Wauna-Westport Sec.,
Columbia River Highway

Dear Sir:

Reference is made to your letter of September 10, 1958 requesting approval of an agreement between the State and the Clatskanie Peoples' Utility District covering relocation of the District's facilities on the above project.

One of the conditions under which the division engineer can authorize the State to proceed with utility relocation is that the work must be included in an approved program. Since it was not included in either the program or the project agreement estimate, we cannot approve the agreement or authorize the work to proceed.

All copies of documents enclosed with your September 10 letter are returned herewith.

Very truly yours,

C. G. Polk
Division Engineer

Enclosures

Note: PUD's estimate - $69.65

RECEIVED
SEP 9 - 1958
FOR FILING

DF 221 (5)

5294

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering State share of flagging costs on the Westport-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 5294, in connection with Federal Aid Project No. DF-221(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By /s/ DSP

for Forrest Cooper
Deputy State Highway Engineer

DBP:maj

Encl.

4 copies (EWO No. 2

RECEIVED
SEP 5 - 1958

FOR FILING

LE 221(E)

5294

file

September 3, 1958

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Clatsop County covering the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
Floyd Query, Assistant Secretary

rn
Enc. 1

RECEIVED
SEP 4 - 1958
FOR FILING

529

MISC. CONTRACTS and
AGREEMENTS No. 1286

Salem, Oregon
September 3, 1958

Supplemental Throughway Agreement
Wauna-Westport Section
Columbia River Highway
Clatsop County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a supplemental throughway agreement with Clatsop County covering the Wauna-Westport Section ot the Columbia River Highway in Clatsop County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clatsop County.

Assistant Secretary

fh
Attach: 1

FORM E-90 50M 8-57—8683

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1958

SUBJECT: Supplemental Throughway Agreement
Wauna-Westport Section
Columbia River Hwy. No. 2
Clatsop County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the tidegates installation on the subject project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission 7/31/58.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 26, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-31-58 agenda Item 4 V
Lloyd Query
Asst Secretary

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14,1958

SUBJECT: Agreement
Wauna-Westport Section
Columbia River Highway No. 2
Clatsop County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are the six copies of the above entitled agreement as per request by letter of July 30, 1958.

Additional copies of this agreement are available.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
AUG 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]
5294

Sept. 3, 1958

Fred H. Slate Co.
and E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5294, awarded Aug. 15, 1958, for grading and paving on the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 8 - 1958
FOR FILING

[illegible]

[illegible]

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering extra clearing on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Contract No. 5294, in connection with Federal Aid Project No. DF-221(5).

The proposed change of Plympton Creek destroys an existing fire road to the Crown-Zellerbach holding. The clearing of the area necessary to re-establish the fire road was not included in the original contract limits. Earthwork in connection with constructing the fire road will be done at contract bid prices.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
AUG 27 1958
FOR FILING

DF-221(5)

5294

August 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 11, 1958, on Contract No. 5294, Wauna-Westport Section, in Clatsop County, in connection with Federal Aid Project No. DF-221(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mj

A

RECEIVED
AUG 25 1958
FOR FILING
NF-221(5)

5244

August 15, 1958

Fred H. Slate Co. and
E. C. Hall Co.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading and paving on Columbia River Highway in Clatsop County for the sum of $468,830.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5294.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 15, 1958

Fred H. Slate Co. and E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland, Oregon

Contract for Wauna-Westport Section of Columbia River Highway, Clatsop County, for which you submitted low bid on July 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

FOR FILING

DF-221(5)

When replying, refer to:
08-35.4-0

August 15, 1958

5294

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project DF-221(5), Wauna-Westport Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5294 to Fred H. Slate Co. and E. C. Hall Co. of Portland, Oregon, low bidder in the amount of $468,830.00 at the June 17, 1958 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
[illegible] 1958
[illegible] ENGINEER

A

RECEIVED
AUG 18 1958
FOR FILING

BF 221(5)

5794

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Project BF-221(5), to the Fred H. Slate Co. and E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $468,530.00 submitted on June 17, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
AUG 4 1958
FOR FILING
DE-221 (5)

5294

Cross Referenced To:
Adm
Petitions
Clatsop

Cross Referenced To:
Maint
Drainage
Gen.

August 1, 1958

Honorable Guy Boyington
County Judge
Clatsop County
Courthouse
Astoria, Oregon

Dear Judge Boyington:

This is to advise that the Highway Commission authorized the installation of tide gates on the culverts in the Wauna-Westport Section of US30 with the understanding that Clatsop County will reimburse the State for the cost of the tide gates themselves and will assume all responsibility for them after their installation, including maintenance and operation.

We are preparing an agreement covering this matter which will be forwarded to you for execution by the County Court.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. E. B. Glaisyer
Mr. C. G. Swenson

2

RECEIVED
AUG 1 1958
FOR FILING

DF-221(5)

5294

Salem, Oregon
July 30, 1958

Mr. Leonard I. Lindas
OFFICE

Special Agreement
Wauna-Westport Section
Columbia River Highway No. 2
Clatsop County

The State Highway Commission has the subject named project under contract at the present time. Clatsop County has agreed to take over certain portions of the old highway as a part of its county road system; however, there is a section of the old highway that is periodically flooded by high water from the Columbia River, making necessary the installation of some tidegates on the ends of culverts on the new highway. Please prepare an agreement covering the following points:

RECITALS: Necessary standard paragraphs.

THINGS TO BE DONE BY STATE:

1. State shall cause tidegates to be installed on the northerly ends of culverts at the following approximate locations:

a. One 36" culvert at Highway Engineer's center line survey station 242+20.

b. Two 72" culverts at Highway Engineer's center line survey station 249+60.

c. One 36" culvert at Highway Engineer's center line survey station 273+50.

d. One 36" culvert at Highway Engineer's center line survey station 298+80.

The locations of said tidegates are as shown on the attached Exhibit "A."

2. State shall pay the cost for the installation of said tidegates.

3. State shall in the first instance purchase the tidegates and, upon completion of the installation of said tidegates, submit to County an itemized statement of the total actual cost of said tidegates.

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, agrees to the installation of said tidegates at those locations described in paragraph 1 under THINGS TO BE DONE BY STATE.

2. County, upon receipt of an itemized statement from State of the

total actual cost of said tidegates, shall immediately pay to State an amount equal to said total actual cost.

3. Upon completion of the installation of said tidegates, the County shall assume maintenance and operation of said tidegates at its sole expense.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Eight copies of the exhibit are attached.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

RECEIVED
JUL 29 1958
FOR FILING

DF-221(5)

5294

July 29, 1958

Oregon State Highway Commission

Gentlemen:

Wauna-Westport Section
Columbia River Highway
Clatsop County

Clatsop County has agreed to take over the old highway as a part of its county road system when the new highway in the Wauna-Westport Section is completed. This will relieve us of any maintenance costs on the old section; however, there is a section of this old highway which is periodically flooded by high water in the Columbia River.

On our new highway, there are three culverts on which the County has requested that tide gates be placed to hold the water from the Columbia River out of the area and prevent the flooding of the old road. Clatsop County has offered to provide the tide gates and to take over the maintenance and operation of these gates but has asked that we make the installation. It is estimated that the cost to the State for the installation will be approximately $1,600 and the cost to Clatsop County in providing the gates approximately $2,700.

I would recommend that we go along with the County on these tide gates and that we be authorized to proceed with the installation subject to an agreement between the State and the County, which will be prepared if you approve the proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. J. D. Walker
Mr. Ivan D. Merchant

GSP:fn hi

RECEIVED
[illegible]
FOR FILING
DF 221(5)

5294

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-221(5)
Wauna-Westport Section
Columbia River Highway

Dear Sir:

Reference is made to your letter dated July 18, 1958 concerning the adjustments of an existing water supply line in the vicinity of Station 323.

Because of the showing made that installation of the 4-inch pressure line will be less costly than readjustment of the 8-inch existing gravity line, we are approving the change, under the provisions of PPM 30-4, as of this date.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
JUL 21 1958
FOR FILING
DF 221(5)

5241

July 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reply to the telephone request from Mr. Pike, we are submitting a comparison of costs as justification for moving the water pump on the Shepard & Morse Lumber Co. water line on the Wauna-Westport Section, Oregon Project DF-221(5).

Under the proposed plan of moving the pump a 4" pressure line will furnish sufficient water. If the pump is to remain in present location an 8" gravity line in lieu of the 4" line will be necessary. Comparison of the estimated costs of the two methods as prepared by Mr. Curtis Baker, Utility Liaison Engineer are as follows:

Item		Cost as Submitted
750 lin. ft. pipe	4" galv. at $1.70	$1,275.00
100 lin. ft. casing (Under Hwy.)	6" at $2.00	200.00
Move Pump & Pumphouse (Incl. Power)		670.00
Excavation & Lay pipe		720.00
40 lin. ft. casing (Under R. R.)	6" at $2.00	80.00
8" to 4" Adapter	1 at $75.00	75.00
20% Allowance		604.00
		$3,624.00

Item	Cost Without Moving Pump	
720 lin. ft. pipe	8" Steel Pipe at $4.65	$3,447.50
100 lin. ft. casing (Under Hwy.)	10" at $2.90	290.00
Move Pump and Pumphouse(Incl. Power)		- -
Excavation and Lay Pipe		720.00
40 lin. ft. casing (Under R. R.)		100.00
8" to 4" Adapter		- -
20% Allowance		911.50
		$5,469.00

Leaving the pump in its present location is estimated to cost $1,045.00 more than the plan submitted.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

DEP:lmw

RECEIVED
JUL 16 1958
FOR FILING

10F-221(5)
2294

p

July 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with moving the water main, owned by Shepard & Morse Lumber Co., supplying water to the town of Westport on the Wauna-Westport Section of the Columbia River Highway in Clatsop County, Oregon Project No. DF-221(5):

1. Copies of the Assistant Counsel's letter dated June 18, 1958, which establishes the obligation of the State to reimburse the Company.

2. Copies of the Company's estimate for the work.

3. Three plan sheets showing the present location of the water main in blue and the proposed relocation in red.

It is the intention of the Company to make the revision of the water main with its own forces during the summer shut down of their mill.

Approval of the agreement and authorization to commence the work under the provisions of PPM 30-4, as of July 15, 1958, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.

RECEIVED
JUL 18 1958
FOR FILING
DF-221(5)

R

5394

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Wauna-Westport Section
Columbia River Highway
Project DF-221(5)

Dear Sir:

We are today approving your agreement with the Pacific Telephone and Telegraph Co. for adjustment of the buried cable near Station 241+50 on the above project in accordance with PPM 30-4.

Adjustment of this utility may proceed.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
JUL 16 1958
FOR FILING

[illegible]
5294

Cross Referenced To:
Adm
Petitions
Clatsop

Salem, Oregon
July 15, 1958

Installing of tide gates
on pipe culverts, Wauna-
Westport Section of
Columbia River Highway

Mr. Ivan D. Merchant

Herewith copy of a letter from the Clackamas County Court asking that tide gates be installed on the pipe culverts on the Wauna-Westport Section of the Columbia River Highway.

There are two obvious ways of holding these pipes down during high-water periods; one being to weigh them down with a concrete head wall and the other being to drive piling on each side and tie them down with a yoke over the top of the pipe. Will you please make estimates of the cost of anchoring these pipes to overcome their buoyancy. In any event the pipes should be furnished and installed with a square end on the lower end of the pipe so that gates can be installed.

G. S. Paxson

GSP:gm
Attach.

cc Mr. Tom Edwards
Mr. Frank Hall
Mr. C. G. Swenson
Mr. J. D. Walker

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON,

July 14, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

This is in regard to placing tide gates on culverts in the Wauna-Westport section of Highway No. 30. We are advised there will be two 72-inch culverts in Driscoll Slough and three 36-inch culverts at other points in this section.

The present highway through Taylorville is to be turned over to Clatsop County as a service road. A portion thereof is subject to inundation at extreme high tides, and the residents have asked that these gates be installed.

We feel that the request is justified and are asking your cooperation with the work. If you will effect their installation, we will furnish the gates and collars and assume their maintenance and operation.

Yours very truly,

CLATSOP COUNTY COURT

By Guy Boyington
Judge

Verne Stratton
Commissioner

Donald G. Malarkey
Commissioner

RECEIVED
JUL 15 1958
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
JUL [illegible] 1958
FOR FILING
DF-221(5)
5204

July 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting the following data in connection with adjusting the Pacific Telephone and Telegraph facilities at Station 241+50 on the Wauna-Westport Section of the Columbia River Highway in Columbia County, Oregon Project DF-221(5):

1. Copies of the Assistant Counsel's letter dated June 19,1958, which establishes the obligation of the state to reimburse the company

2. Copies of the company's estimate.

3. Plan sheets showing the facility revision.

Your approval of this agreement and authorization to proceed with this work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

RECEIVED
JUN 30 1958
FOR FILING
DE-221(5)
5294

e

June 30, 1958

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County a fully executed copy of a Throughway & Abandonment Agreement between the State Highway Commission and Clatsop County covering the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________
Floyd Query, Assistant Secretary

rn
Enc.

RECEIVED
JUN 25 1958
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
[illegible]
Petitions
Clatsop

R

June 24, 1958

789

Mr. R. M. Culbertson
Westport
Oregon

Dear Sir:

This is in reply to your letter of June 13 concerning tide gates on the culverts between Westport and Wauna. As I wrote you on June 11, we do not use highway funds in the construction of dikes and cannot, in any way, guarantee that the highway embankment will satisfactorily function as a dike. We will, however, permit you, at your own cost, to install tide gates on these culverts. The responsibility for the maintenance and the operation of the tide gates will rest with you and the Highway Commission will accept no responsibility for them.

These tide gates can be attached to the culverts as we would normally install them except that, if tide gates are to be placed, the culverts would be left square ended rather than beveled with the slope of the embankment. If you decide to do this, you should make application for a permit covering the installation and we should be advised of your action early enough so that we can arrange to install square-ended culverts.

Since the section of the culverts to which the tide gate would be attached is not under the embankment, you will have one problem in holding the culvert down during high-water periods. Since the culvert will be empty, it will be bouyant and could slope out of place. On some installations, this has been overcome by placing a concrete headwall heavy enough to hold the section down and, in other cases, piling have been driven on each side of the culvert and the culvert held with a yoke attached to the piles.

Will you please advise what you wish to do in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn
cc Mr. W. C. Williams - Mr. Tom Edwards - Mr. Frank Hall

Westport, Oreg.,
June 13, 1958

W.C. Williams
State Highway Engineer
Salem, Oreg.

Dear Sir: Your letter just received, in regard to the petition sent you wanting a tidegate on the road between Westport and Wauna.

The location of the tidegate would be in the swamp land between Taylorville and the railroad or what is known to us as part of the Hansen slough, which the new Highway will cross just north of Taylorville.

Mr. John Hugg contacted the County road Commissioners and they seemed to be in favor of the tide gate at this point as it would aid them in maintaining the road (old 30) when the new 30 is completed, which will likely be their responsibility.

Trusting this can be worked out for the best of interest of this community, I am,

Yours truly,
R.M. Culbertson

P.S. Plympton Creek is only above water line so far as we are concerned and doesn't come near the location in question.

P

FORM E-123X 13,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

LF-221(5)

5204

June 20, 1958

Clatskanie Peoples' Utility District
Clatskanie, Oregon

Re: Clatskanie P.U.D.
Power Line Adjustment
Wauna-Westport Section
Columbia River Highway
Clatsop County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments involve work at the following locations:

> A line crossing the new highway near Station 224 must be adjusted. The existing line is on county road right of way.
>
> A line crossing the new highway near Station 237 must be adjusted. The existing line is on private property apparently without written easement.
>
> The existing line must be adjusted near Station 290 for the construction of a road connection. The line is on State right of way under the terms of Permit No. 3315, dated March 16, 1950.
>
> The existing line along the northerly side of the highway between Stations 322 and 332 (through the town of Westport) and contacts on the telephone line along the southerly side must be relocated. The power line is on State right of way under the terms of Permit No. 3315, dated March 16, 1950, and the telephone line is on State right of way apparently without permit.

The adjustments of the facilities on the public right of way must be adjusted at your expense, but it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment of the crossing near Station 237 under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. E. J. Hall, Box 543, Astoria, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. D. J. Barbee
Mr. A. G. Skelton
Mr. E. J. Hall
Mr. F. W. Farrar

E-123X 12,500 4-56

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

P

10F-221(5)

5274

June 19, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Wauna-Westport Section
Columbia River Highway
Clatsop County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments involve work at the following locations:

A line crossing the new highway near Station 224 must be adjusted. The existing line is a contact on power poles which are on county right of way.

A buried cable which crosses the new alignment near Station 241+50 must be adjusted. The existing cable is located on private property under the terms of an easement recorded in Book 217, Page 386 of Clatsop County Deed records.

A contact on a power pole at a road connection near Station 290 must be raised to provide clearance. The existing power line is on State right of way by permit.

A contact on a power pole at a road connection near Station 306 must be raised to provide clearance. The existing power line is on State right of way by permit.

An existing line between Stations 325 and 339 (through the town of Westport) along the southerly side of the highway, and contacts on several power poles along the northerly side of the highway in the same area must be relocated. The telephone line is on State right of way, apparently without permit, and the power poles are on State right of way by permit.

As to the facilities which are located on public highway right of way, it will be your obligation to make the necessary changes without reimbursement, and it is requested that you proceed with the work as promptly as may be possible.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment of the cable near Station 241+50 under Federal regulations. In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for this work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. E. J. Hall, Box 543, Astoria, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. D. J. Barbee
Mr. A. G. Skelton
Mr. E. J. Hall
Mr. F. W. Farrar

FORM E-128X 50M

RECEIVED

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

DF-221(5)

5294

June 18, 1958

Shepard and Morse Lumber Company
Builders Exchange Building
Portland 4, Oregon

Re: Shepard & Morse Lumber Company
Water Main Adjustment
Wauna-Westport Section
Columbia River Highway
Clatsop County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The existing line crossing the new centerline near Station 322+50 must be relocated due to a channel change in Plympton Creek.

An 8-inch wood main was laid by your predecessor, upon land owned by them, prior to the existence of any public road in the vicinity. Although the records are vague, it is believed that this line was constructed about 1896. In view of the circumstances, it will be the obligation of the State to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. E. J. Hall, Box 543, Astoria, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

[illegible]
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton & Mr. E. J. Hall

RECEIVED
JUN 11 1958
FOR FILING

AF-22(CB)

5294

Cross Referenced To:
Adm
Petitions
Clatsop

June 11, 1958

789

Mr. R. M. Culbertson
Westport
Oregon

Dear Sir:

Under date of May 8 you sent us a letter and petition with reference to a tidegate on the new construction between Wauna and Westport.

You speak about a culvert and tidegates rather than a bridge and from that I assume you are talking about the new bridge over Plympton Creek. Our plans, however, show that the stream bed at Plympton Creek is above the high-water elevation of the river and that tidegates here would be of no value. West of Plympton Creek, however, we cross low ground which is below the high-water elevation and in this area from Plympton Creek to the high ground 1¼ miles west, there are three 36-inch culverts and a double 72-inch culvert. To prevent water flowing into the area south of the road, tidegates would be necessary on these culverts.

Sta 242 - 1-36" pipe
250 - 2-72" "
273 1-36" "
299 1-36" "

The embankment material which will be used in the new road is rather porous and there will undoubtedly be some percolation through the embankment. We can make no guarantee even though tidegates were installed that our highway would serve as a dike.

We do not use highway funds in constructing dikes or facilities pertaining to dikes. We have in the past worked with drainage districts and have given permission for the districts to install tidegates on our culverts. The cost of the installation and their maintenance and responsibility for their operation must rest entirely with the drainage district. It is also necessary that we have a responsible body to deal with in granting permission for the installation of a tidegate on our structures. I do not know whether you have a district in this area but, if you have one or if one could be organized, we would be favorably disposed toward allowing such a district to make an installation of tidegates.

Very truly yours,
W. C. Williams
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GSP:gm

PLEASE RETURN TO
FORREST COOPER

WESTPORT, OREGON
MAY 8, 1958

STATE OF OREGON HIGHWAY DEPT.,
SALEM, OREGON.

Dear Sirs:-

We understand the highway between Wauna road and Westport, Oregon is to be finished soon, or at least Contract let for same.

We, the people on the old #30 highway, would be very pleased and served, if you could put a tidegate in this new section of highway instead of a bridge, as it would keep the flood water out and have this old highway open at all times accessable to the new section of #30 for school and emergencies.

It would also help by keeping the water off of most of the useable land between the new highway and the old section which would be approximately a half section or possibly a little more.

Trusting this will meet your approval, as we think the cost would be about the same or possibly a little less, especially considering the extra benefit, it should be a lot less.

Respectfully yours,
R. M. Culbertson
R.M.Culbertson and
John Hugg Carriers of the petition for
the interested parties.

RECEIVED
MAY [illegible]
OREGON
STATE HIGHWAY COMMISSION

PETITION FOR WIDENING OF NEW HIGHWAY 30 [illegible] ROAD AND WESTPORT, OREGON, [illegible] CASE [illegible] SPECIFICATIONS AT PRESENT [illegible] CALL [illegible] ROAD [illegible] A BRIDGE. WE THE UNDERSIGNED FEEL A [illegible] OLD 30 [illegible] AND ALSO [illegible] FOR [illegible] AND [illegible] LOCALITY.

[illegible]

NAME	ADDRESS
[illegible]	[illegible]
E. F. Bowman	Westport Oreg. Box 75
[illegible]	[illegible]
[illegible]	[illegible]
Garrett [illegible]	[illegible]
[illegible]	Wauna [illegible] Box 148
[illegible]	Wauna Oreg Box 148
Fay Burgoyne Bowman	Box 75, Westport, Oregon
[illegible] Bowman	Box 44 Westport, Oregon
[illegible]	Box 44 westport, Oregon
[illegible]	Taylorville
[illegible]	Taylorville, Oregon
John Hug	Taylorville Org.
H. C. Tomlinson	Taylorville
[illegible] Tomlinson	Taylorville
Charles [illegible]	[illegible]
[illegible]	Taylorville, Oregon
Mrs James McClenny	Clatskanie Ore, Rt 2
James McClenny	Taylorville
[illegible]	[illegible]
[illegible]	Westport Oregon
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	Rt 2
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Edna E. Luck	Rt 2 - Clatskanie Oregon
Harry R. Luck	Rt 2 - Clatskanie Oregon
[illegible] Qualstrand	Rt. 2 - Clatskanie Oregon
[illegible]	Rt 2 - Clatskanie, Ore.
Anthony Kay	Rt 2 Clatskanie Ore
Mary Kay	
Raymond [illegible]	Rt. 2 Box 51 Clatskanie Ore
Martha [illegible]	Rt 2 Box 51 Clatskanie Ore
[illegible] J. Keto	Box 77 Wauna Ore
Mary Keto	Box 77 Wauna Ore

RECEIVED
FOR FILING
DF 221 (5)
To: 5294

AGENDA
JUN 19 1958
4a-6
4-a-6

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1958

SUBJECT: Survey Approval Map
Wauna-Westport Section
Columbia River Highway

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Freeway
Partial

Attached are eight prints of the above named survey approval map for submission to the Commission.

Notice that a hearing will not be required has just been received.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

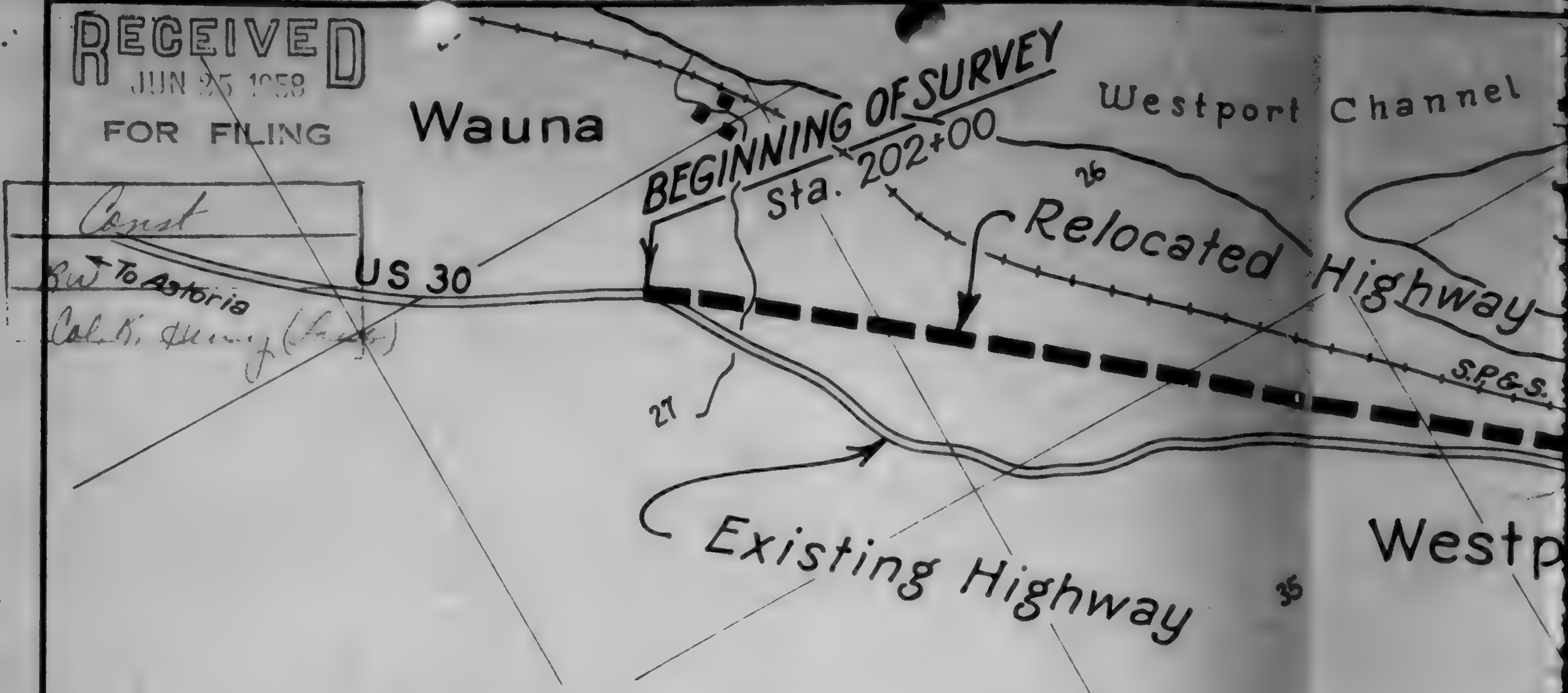
DJB:fp

Attachment

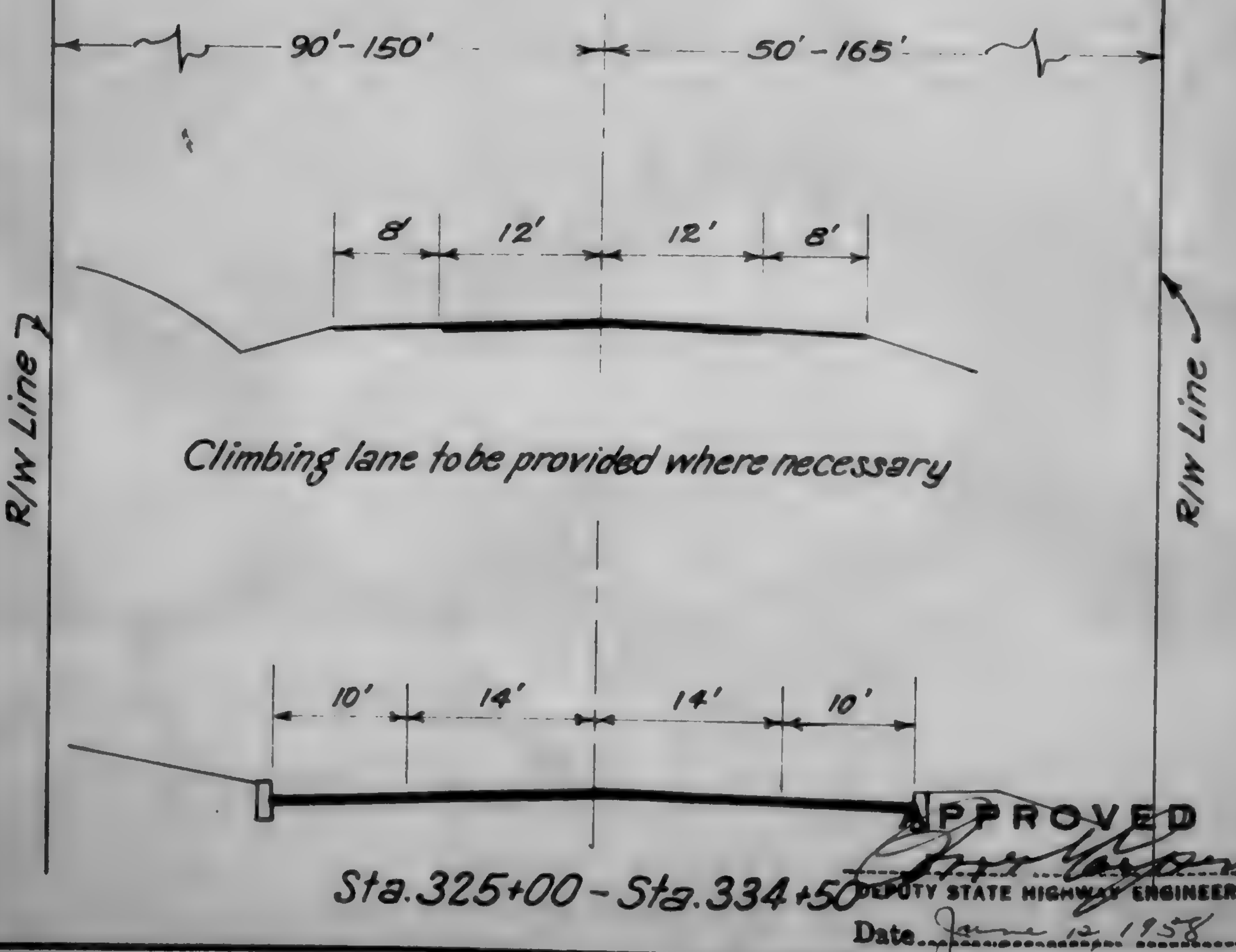
NOTED
FORREST COOPER

[illegible]

RECEIVED
JUN 25 1958
FOR FILING



TYPICAL SECTIONS



APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date June 12, 1958

OREGON STATE

Survey

WAUNA-WE

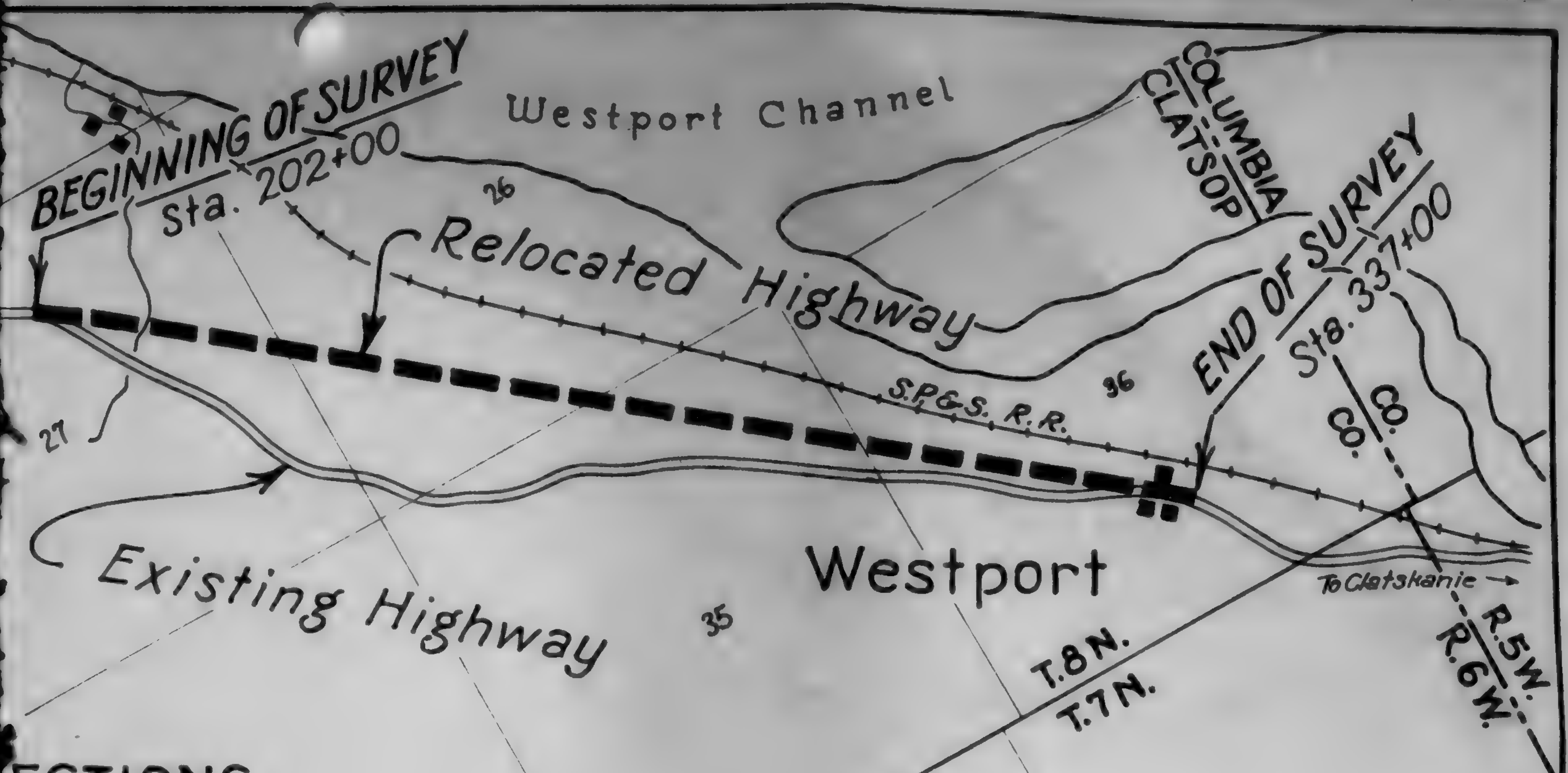
COLUMBIA

CLAT

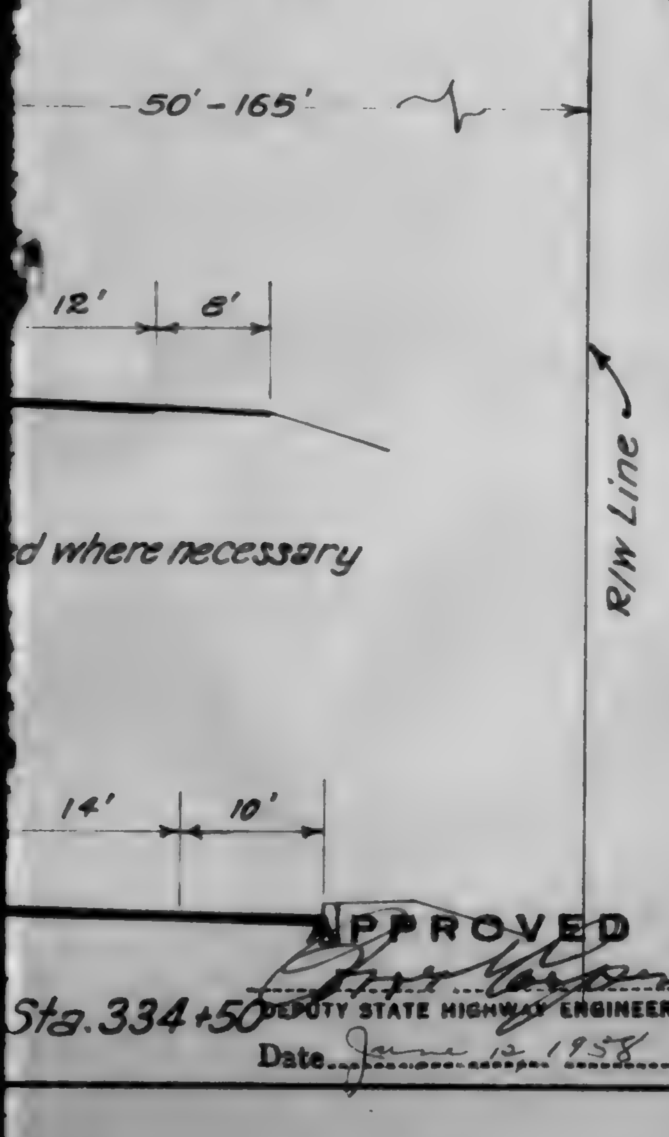
Scale: 1" = 2000'

DWG.

For details see Drg. No.
8B-9-8, April 1958



ECTIONS



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WAUNA - WESTPORT SECTION

COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

Scale: 1" = 2000'　June, 1958

DWG. NO. IR-5-1160

For details see Drg. No. 7B-32-20, May, 1955 and 8B-9-8, April 1958

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date June 12 1958

RECEIVED
JUN 1958
FOR FILING
OREGON DISTRICT

D.F-221(5)
08-35.4

5794

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-221(5)
Wauna-Wesport Section,
Columbia River Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By:
E.H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
1958
[illegible] ENGINEER

RECEIVED
MAY 27 1958
FOR FILING

DF-221 (5)
5294

Salem, Oregon
May 26, 1958

Mr. Leonard I. Lindas
Chief Counsel

Throughway and Abandonment:
Wauna-Westport Section
Columbia River Highway No. 2
Clatsop County

Attached is a rough draft of an agreement covering the above subject. You will note that the agreement provides for both the throughway construction and the abandonment of the old highway.

Please prepare twelve copies of the agreement in addition to any required by the Legal Division. The County and City Relations Division will furnish additional copies of the map exhibit for attachment.

G. S. Paxson
Assistant State Highway Engineer

RHP:mm
Att.

cc: C. G. Swenson

RECEIVED
MAY 9 1958
FOR FILING

LF-221(5)

5294

P

Salem, Oregon
May 9, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

> Wauna Junction - Westport Section of the Columbia River Highway in Clatsop County, Stations 236 to 339, Prefix 4-2502.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:bb

4-29-58

RECEIVED
MAY 1 1958
FOR FILING

DF 221 (5)

5294

LOCATION PROSPECTUS
WAUNA-WESTPORT SECTION OF THE LOWER COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

1. The following prospectus is submitted regarding the Wauna-Westport Section of the Lower Columbia River Highway in Clatsop County. The westerly terminus is at Station 204+00 (M.P. 73.47) of the Lower Columbia River Highway, which station is the easterly terminus of the Bradley Park-Wauna Section (F.A. No. F-221 (4) which was completed December 13, 1957. The easterly terminus of the location will be at Station 328+00 (M.P. 70.85) of the Lower Columbia River Highway, which station is at the westerly edge of the town of Westport. The overall length of the project is 2.4 miles.

2. This will be a location survey for realignment of 2.4 miles of existing highway and to prepare plans for construction cost estimates. The proposed alignment will progress easterly from Wauna on tangent across tidal lowlands to a crossing of Plympton Creek approximately 100 feet north of the existing structure, thence it will curve right to meet the existing highway at Westport.

3. The general route was laid by D. C. King. Reconnaissance was run in 1950 by Frank Morgan. A complete soil investigation was made in 1953 and 1954, some parts of which are currently being rechecked by the Soils Section in Salem. There are no special drainage problems. An economic analysis has been made.

4. The present ADT is 1,250 and the 1975 projected ADT is 2,500. This will be a Class "B-60" highway with a maximum grade of 6 per cent and a maximum curvature of 1 degree. The typical section will consist of two 12-foot running lanes with 8-foot shoulders (standard treatment to be given shoulders). Climbing lanes of 11 feet will be used where warranted. Tentative base design as determined by G. L. Decker is:

From Station 204+00 to Station 262+50 over fill material from cut:

Asphaltic Concrete Base and Wear	3½"
3/4"-0 Level Course	2 "
Coarse Crushed Rock	10 "
Total Depth	15½"

From Station 262+50 to Station 328+00 over borrow material:

Asphaltic Concrete Base and Wear	3½"
3/4"-0 Level Course	2 "
Coarse Crushed Rock	6 "
Total Depth	11½"

5. The estimated rise and fall and the central angle of the proposed alignment is 68 feet and 10 degrees; that of the existing facility is 72 feet and 762 degrees.

6. Deviation from the standards set forth, for this class of highway, in Section 10 of the Oregon State Highway Department Technical

Bulletin No. 19 (Revised) is anticipated, the deviation being the use of 12-foot running lanes.

7. The proposed facility will have partial access control. There are no interchanges or railroad crossings. One 65-foot structure will be required to bridge Plympton Creek. A tidal affected slough is crossed at Station 249+00. Tentative plans propose asbestos bonded corrugated iron pipe for this slough crossing.

8. The prospective source of material is located approximately 500 feet south of Station 290+00. The Taylorville connection to the new highway will be located at this station and can be utilized as a haul road.

9. Agreements with Clatsop County will be necessary to provide for abaondonment of the existing facility to the county.

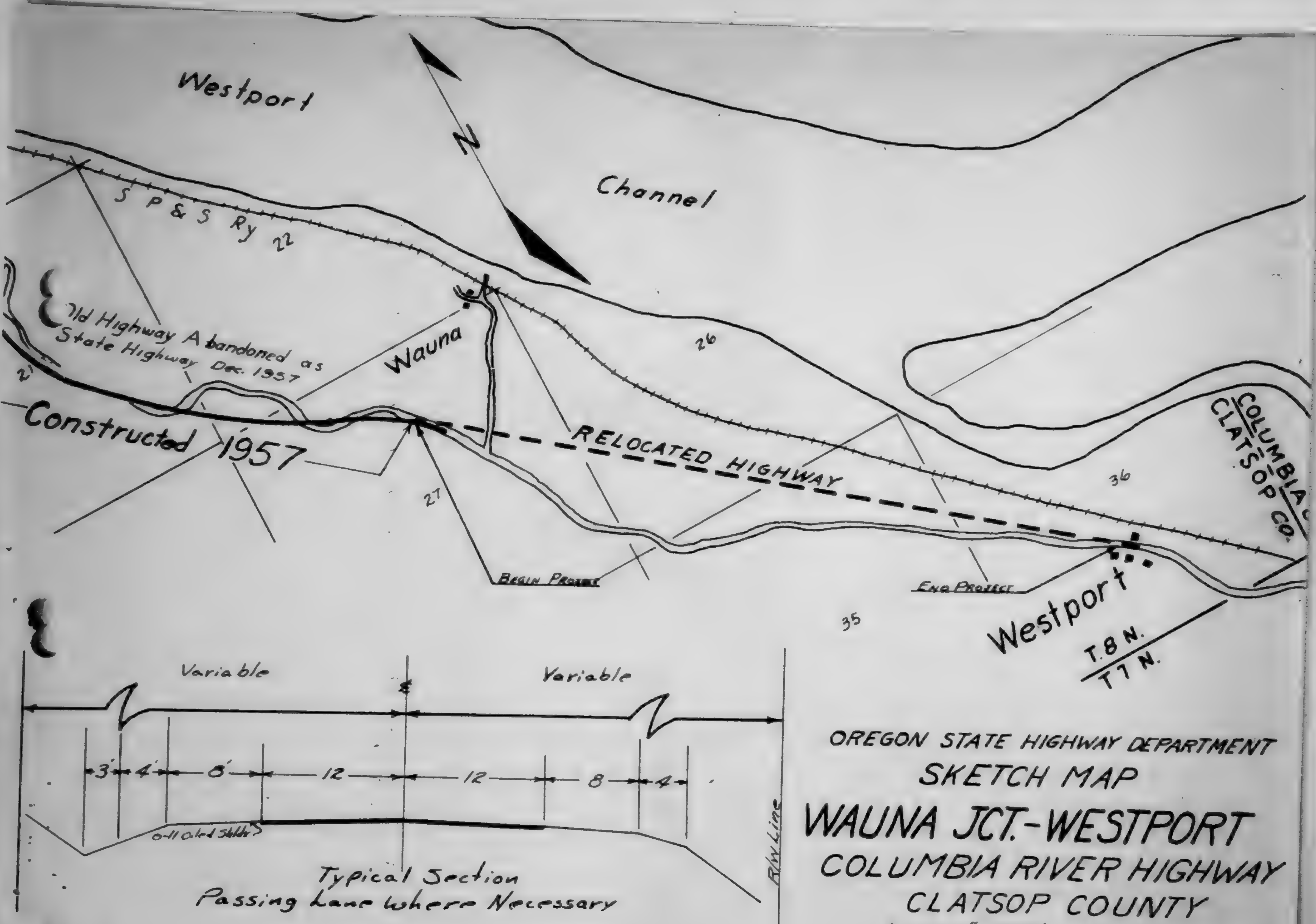
10. There are no State parks in the vicinity of the project.

April 29, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
E. J. Hall
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

R 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

WAUNA JCT.-WESTPORT

COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

Scale 1" = 2000'   April 1958

DF-115(10) Seaside Sec. of the 1958
Oregon Coast Hwy. (Grad.
#5295 and Pav.)

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MAY 28 1963

FOR FILING

F-115(7)

5295

Salem, Oregon
May 28, 1963

Mr. W. T. Wright
Right of Way Engineer
OFFICE

Herewith four copies of revised construction plans sheets Nos. 7 and 8 for the Seaside Section, Contract No. 5295, Federal-Aid Project No. DF-115(10).

These sheets are for your submission to the BPR in the request for disposition of rights of way.

When and if they approve these sales and return one copy of said sheets, we request you return the approved plans for our official files.

L. H. Young
Office Engineer

DAR:bb

Attachments

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SC. CONTRACTS and
AGREEMENTS No. 1971

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

SEASIDE, OREGON

LESTER U. RAW - - - - - - Mayor
ROBERT T. URIE - - Auditor, Treasurer
AVERY A. COMBS - - - - City Attorney
FRANK S. MORSE - Director of Public Works
DALE SANDERS - - - Municipal Judge
S. B. SMITH - - - - - Chief of Police
C. A. GORE - - - - - - Street Supervisor
CLARENCE OWEN - - Water Supt. and Fire Chief

COUNCILMEN
ERVIN L. SMITH
HUGH M. McKENNA
ARTHUR W. ENSOR
VERNON Y. DAVIS
JOHN G. MILLS
CONRAD J. GRABB

DE-115(10)

5295

June 1, 1960

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Gentlemen:

Enclosed find copies of an ordinance passed by the Common Council of the City of Seaside, Oregon, on May 23, 1960.

This is in compliance with our agreement entered into on May 27, 1958 for the construction of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway in Clatsop County, to pass an ordinance prohibiting parking on the east side of said Roosevelt Drive within the limits of the project.

Very truly yours,
Robert T. Urie
Robert T. Urie
City Auditor

PORTLAND ROSE FESTIVAL

OREGON SHAKESPEAREAN FESTIVAL

PENDLETON ROUNDUP

NOTED
FLOYD QUERY

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FOR FILING

NOTED
W. C. WILLIAMS

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OFFICE OF
[illegible] ENGINEER

A

January 20, 1960

FINAL COST ANALYSIS

Seaside
Contract No. 5295
BF-115 00[illegible]

Contractor: The United Contracting Co.
Resident Engineer: E.J. Hall

Oregon Coast Highway
Prefix 4-1080-201(41)

Item 5295	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. Clearing & Grubbing	100%	All	5,000.00	2,565.19	2,565.19	5,000.00
* 2. Removal of Pavement	1,944.1	Sq. Yd.	0.50	0.498	969.05	972.05
* 3. Removal of Curbs	902	Lin. Ft.	0.30	0.18	159.50	270.60
* 4. Removal of Walks	388	Sq. Yd.	0.30	0.24	92.61	116.40
* 5. Removal of Catch Basins	8	Each	20.00	16.48	147.86	160.00
* 6. Removal of Concrete Islands	11.70	Cy. Yd.	3.00	2.57	30.11	35.10
* 7. Drainage Excav., Unclass.	1,647.28	Cu. Yd.	2.00	1.95	3,211.78	3,294.56
* 8. General Excav., Unclass.	14,460.4	Cu. Yd.	0.50	0.38	5,486.61	7,230.20
* 9. Short Overhaul	68,371.6	Yd. Sta.	0.02	0.015	1,037.65	1,367.43
*10. Long Overhaul	5,461.1	C-Yd. Sta.	0.50	0.38	2,072.82	2,730.55
*11. Finish R.B. & Slopes	1.98	Mile	500.00	489.00	968.69	990.00
*12. 8" Sewer Pipe	234	Lin. Ft.	2.00	1.91	447.21	468.00
*13. 12" Sewer Pipe	2,304	Lin. Ft.	3.00	2.35	5,412.72	6,912.00
*14. 18" Sewer Pipe	276	Lin. Ft.	4.00	3.86	1,066.12	1,104.00
*15. Reinforced under R.R. 18" Sewer Pipe	68	Lin. Ft.	10.00	8.63	586.64	680.00
*16. Ext. for Pipe under Pvment	365	Lin. Ft.	2.00	2.08	759.64	730.00
*17. 12" C.M.P.	1,274	Lin. Ft.	3.00	3.17	4,035.00	3,822.00
*18. 18" C.M.P.	195	Lin. Ft.	4.00	4.03	786.13	780.00
*19. 18" C.M.P. 14 ga.	36	Lin. Ft.	10.00	10.84	390.34	360.00
*20. 8" Perf. Concrete Dr. Pipe	660	Lin. Ft.	1.50	1.43	946.94	990.00
*21. Corr. Metal Sumps	5	Each	200.00	192.13	960.64	1,000.00

FINAL COST ANALYSIS CONT'D
Seaside - Contract No. 5295

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*22. 1-1/2" Elec. Conduit	80	Lin. Ft.	1.50	1.41	112.62	120.00
*23. Concrete Manholes	2	Each	200.00	216.33	432.65	400.00
*24. Adj. of Manholes	6	Each	25.00	22.20	133.21	150.00
*25. Adj. of Flush Tanks	3	Each	40.00	39.53	118.58	120.00
*26. Concrete Inlets, Type G	39	Each	75.00	68.40	2,667.44	2,925.00
*27. Concrete Curbs	38.45	Cu. Yd.	70.00	66.89	2,571.98	2,691.50
*28. Concrete Walks	143.58	Sq. Yd.	4.00	3.64	521.98	574.32
*29. Coarse Mat'l in Base	12,622.52	Ton	2.00	2.24	28,328.93	25,245.04
*30. 3/4"-0 Mat'l in Base	5,739.37	Ton	2.20	2.49	14,287.23	12,626.61
32. Preparation of Base	1.98	Mile	300.00	293.54	581.21	594.00
*33. 3/4"-0 Mat'l in Binder Crse.	391.28	Ton	3.20	3.10	1,213.38	1,252.10
*34. Furnish & Place Aggre.	1,316.68	Ton	3.50	3.22	4,236.97	4,608.38
35. R.C. 3 Asphalt	31.9	Ton	50.00	51.13	1,630.91	1,595.00
36. 200-300 Asphalt	70.74	Ton	49.00	47.96	3,392.82	3,466.26
37. RS 1 Asphalt	25.39	Ton	52.00	50.01	1,269.76	1,320.28
38. Asph. Conc. Mix in Patching	680.86	Ton	6.00	6.29	4,281.64	4,085.16
39. Asph. Conc. Mix in Patching	6,858.96	Ton	6.00	5.80	39,788.37	41,123.76
40. 85-100 Asph. in Mixture	429.47	Ton	33.00	35.46	15,228.73	14,172.51
41. Extra for Asph. Concrete Approaches	51	Each	25.00	27.42	1,398.55	1,275.00
42. Asph. Conc. Traffic Markers	1,051.4	Lin. Ft.	1.00	0.67	707.11	1,051.40

FINAL COST ANALYSIS CONT'D
Seaside - Contract No. 5295

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA#1 Move Mail Boxes	20	Each	4.00	4.00	80.00	80.00
Force Account					1,440.57	1,447.07
					156,557.89	159,996.28

Gross Revenue	$ 159,996.28
Total Cost	156,557.89
Net Profit	$ 3,438.39

Net Profit equals 2.15% of Gross Revenue

DETAIL OF COST - Contract No. 5295

Labor:				
Supervision			$ 6,491.15	
Labor			34,826.88	
Labor Insurance			2,786.88	
Health and Welfare			1,235.20	
Pension			143.70	$ 45,483.81
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			29,445.56	
Gas, Oil and Grease			8,386.49	
Bond			1,031.92	
R.R. Bond			250.00	
Freight and Postage			75.00	
P.L. and P.D. Insurance			854.37	
Lumber, Nails and Forms			300.00	
Move In			1,350.00	
Public Utilities			350.00	
Small Tools and Misc. Supplies			350.00	
Home Office and General Overhead			9,110.00	51,503.34
Materials:				
8" Sewer Pipe	234 Lin.Ft.	@ $0.48	112.32	
12" Sewer Pipe	2,304 Lin.Ft.	@ $0.84	1,935.36	
18" Sewer Pipe	276 Lin.Ft.	@ $1.65	455.40	
18" Sewer Pipe, Reinforced	68 Lin.Ft.	@ $2.05	139.40	
12" Corr.Metal Pipe	1,274 Lin.Ft.	@ $2.14	2,726.36	
12" Corr.Metal Pipe Bands	35 Each	@ $2.14	74.90	
18" Corr.Metal Pipe	195 Lin.Ft.	@ $2.97	579.15	
18" Corr.Metal Pipe Bands	10 Each	@ $2.97	29.70	
18" Corr.Metal Pipe, 14 ga.	36 Lin.Ft.	@ $3.60	129.60	
18" Corr.Metal Pipe Bands	2 Each	@ $3.60	7.20	
8" Corr.Metal Pipe Peff.	660 Lin.Ft.	@ $0.58	382.80	
Corr.Metal Sumps	5 Each	@ $130.00	650.00	
1-1/2" Electrical Conduit	80 Lin.Ft.	@ $0.87	69.60	
Cement	12.30 Bbl.	@ $6.50	80.00	
Gravel	6 Cu.Yd.	@ $2.50	15.00	
Furnish Aggregates	1,316.68 Cu.Yd.	@ $1.35	1,777.52	
Ready Mixed Concrete	130.9 Cu.Yd.	@ $13.80	1,806.00	
RC-3 Asphalt	31.9 Ton	@ $31.75	1,012.83	
200-300 Asphalt	70.74 Ton	@ $29.00	2,051.46	
RS-1 Asphalt	25.39 Ton	@ $30.80	782.01	
85-100 Asphalt	429.47 Ton	@ $29.00	12,454.63	
Coarse Cr.Aggregates	12,622.52 Ton	@ $1.25	15,778.15	
3/4"-0 Cr.Aggregates	5,739.37 Ton	@ $1.25	7,174.21	
3/4"-0 Cr.Aggre.Binder	391.28 Ton	@ $1.25	489.10	
A.C. Aggregates	7,086.43 Ton	@ $1.25	8,858.04	59,570.74
			TOTAL COST	$ 156,557.89

Remarks - Contract No. 5395

This was a "Federal Aid Urban Project" calling for the construction of 1.98 miles of highway roadbed, involving approximately 17,400 cubic yards of roadbed excavation; construct 1.98 miles of stone base and 7,450 tons of asphaltic concrete paving.

The northerly end of the project was at Station 524+47, which station is at the south end of the bridge over Neawanna Creek on Roosevelt Drive in the city of Seaside. The south end of the project was at Station 629+00.50, which station is located approximately 600 feet north of the south city limits on the Oregon Coast Highway (Holiday Street).

The project was bid June 17th, awarded August 15, 1958 and work began July 7, 1958. The contractor started clearing and grading with limited equipment. The moving of sewer lines and numerous water lines slowed work. The strike of the operating engineers closed the project and work was not resumed until August 29, 1958. Power poles, fire hydrants and remaining houses had not been moved from the right-of-way at this time. The contractor installed sewer lines for city and poured curbs, catch basins and side walks. Placing of rock started October 24, 1958 and all base rock was placed by November 28, 1958 at which time the project was closed down for the winter. Work resumed March 24, 1959 setting up paving plant, installing culverts at cross streets and placing of 3/4"-0 in base. Paving started May 21, 1959 and project was completed July 9, 1959.

Equipment used on project was: 1-1/2-yard dragline, three D-7's with dozer, carryall, chain saw, dump trucks, windmobile, scoopmobile, backhoe, compression and air hammer, roller, distributor, Barbur-Greene, HD-15, power broom, scales, paving plant, blade and miscellaneous small tools.

Items 1 to 28 were done by subcontractor with Items 29, 30, 32, 33 and 34 in part. The aggregates were purchased locally and a loss was incurred. Low production by paving plant also was contributing factor in only a small profit being realized. Weather also slowed up laying of asphaltic concrete. Supervision by prime contractor could have been improved.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

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5875

NOTED
W. C. WILLIAMS

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FORM E-123-X 50M. 6-58

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Water Line Adjustments
Seaside Section
Oregon Coast Highway
Clatsop County

Dear Sir:

At the request of Mr. Dave Goldstein of your office, we offer the following explanation of the omissions in the original estimate submitted by the City of Seaside on the above named project.

1. Salvage and reinstall a 2-inch line between Stations 576+80 and 579: The exact location of this pipe with respect to the proposed storm sewer was not known at the time of the preparation of the estimate. The estimate was prepared prior to the staking of the job, and it was discovered that a conflict resulted when the excavation for the storm sewer was started.

2. Relocate a fire hydrant near Station 596: The fill slope encroached on the fire hydrant as it was located, and made it unuseable. It was necessary to relocate the hydrant in order to make it useable.

3. Remove a hydrant near Station 598: The fill slope encroached upon the hydrant, as it did the one near 596, but the relocation of the one near 596 was made in such a manner as to eliminate the necessity of replacing the one near Station 598. Neither of the hydrants were actually within the roadway area, and so were overlooked by the City when their estimate was prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

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DEC - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp

cc W. C. Williams ✓
Forrest Cooper
R. L. Porter
J. D. Walker

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W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1959

SUBJECT: Comparison of Vehicular Traffic
Seaside-Roosevelt Boulevard Section
Oregon Coast Highway
Seaside

To: W. C. Williams
Forrest Cooper
G. S. Paxson
P. M. Stephenson
Tom Edwards
J. D. Walker

Attached is a sketch showing the "before" and "after" traffic volumes on the Roosevelt Boulevard project in Seaside which we thought would be of interest to you.

I call your attention particularly to the red figures which show the estimated 1957 ADT prior to construction. We apparently underestimated the "cutback" movement from old US101 to new US101 at the north limits of Seaside. This is brought about by the proximity of the highschool and the increased use of the county road to the east. All other figures appear reasonable within the limits of estimate. We felt that this would be of interest to you.

J. Al. Head

J. Al. Head
Assistant Traffic Engineer

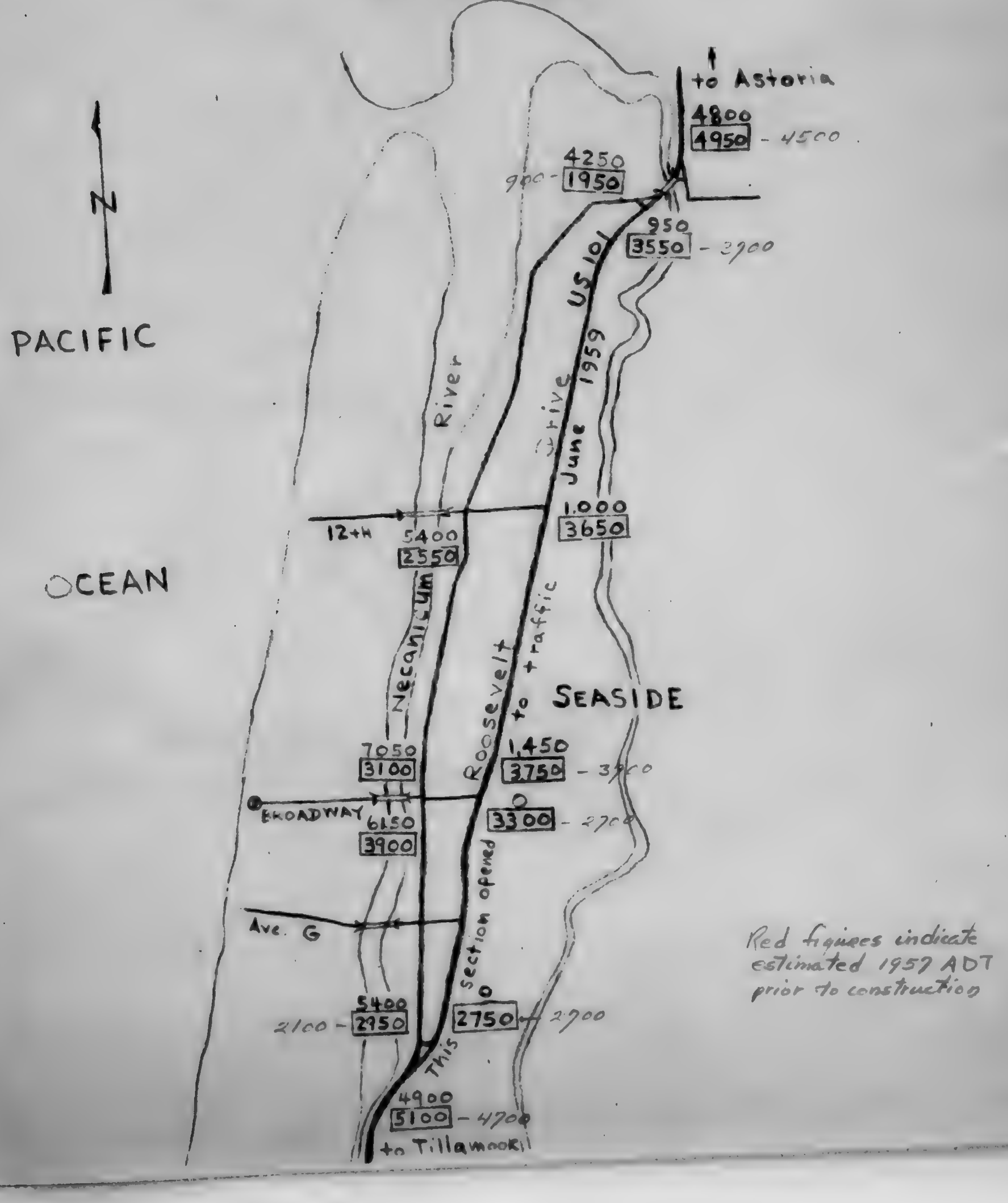
JAH:njc
Attachment

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, SEASIDE SECTION, BEFORE AND AFTER RELOCATION OF OREGON COAST HIGHWAY US 101

'Vehicular traffic volumes not enclosed are 1958 ADT before relocation of Oregon Coast Highway.
Vehicular traffic volumes enclosed ▭ are 1959 ADT after relocation of Oregon Coast Highway.

October 1959



Red figures indicate estimated 1957 ADT prior to construction

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OREGON STATE HIGHWAY DEPARTMENT
(date)
October 16, 1959

(CONTRACT NO.) 5295	(EST. NO.)	(CONTRACTOR)	
5295	10 F	The United Contracting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25110	67284	$ 4,837.56	10/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Lois Mattes
ACCOUNTING DIVISION

Specified completion date: 70 workdays from August 25, 1958
Time Extensions: None of record
Completion Date: July 9, 1959
Date Accepted: November 5, 1959
Penalties: None of record
Claims: None of record
Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query A.
Floyd Query
Secretary

Warrant Mailed: NOV 9 [illegible]
lc

NOTED ON CARD
LC

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SEP 30 1959
FOR FILING

SF 115(10)

5295

A

October 1, 1959

American Surety Company
725 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5295 for grading-paving the Seaside Section of the Oregon Coast Highway in Clatsop County was completed by the contractor, The United Contracting Co., on July 9, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,837.56 will be released to the contractor after acceptance by the Commission. The total contract amount is $159,996.28, of which amount $1,477.07 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

A

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SEP 10 1959
FOR FILING
DF 115(10)

5295

September 9, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control Work
Seaside Section, Oregon Coast Highway
Contract No. 5295, F.A.P. No. DF-115(10)

Dear Sir:

The erosion control work on the subject job, authorized in the Order for State Force Work dated April 9, 1959 was completed August 26, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

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AUG 26 1959
FOR FILING

[illegible]

[illegible]

August 26, 1959

American Surety Company
David A. Lewis
Assistant Manager
725 Yeon Building
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to The United Contracting Company on Contract No. 5295, for grading and paving the Seaside Section of the Oregon Coast Highway in Clatsop County.

This payment, in the amount of $4,755.56, will be released to the contractor on or after September 8, 1959. The retained percentage is $4,798.72.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
jmc
8/26/59

A

Form E-1—(Rev.)—

DF-115(10)
5-95

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 19 59

Section Seaside

Kind of work Grading & Paving

Highway Oregon Coast County Clatsop

Section prefix 4-1080

Contractor The United Contracting Co.

Contract number 5295

Date of contract August 15, 19 58

Specified work days 70

Date work started July 7, 19 58

Work days used 70

Per cent of time elapsed 100 %

Project authorization . . . . . $ 178,801.88

Exclusive of engineering . . . . . $ 166,087.08

Estimated cost of completed project, exclusive of engineering . . . $ 164,021.07

Estimated per cent ~~overrun or~~ underrun . . . 0.7 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . . $ 12,714.80

Engineering cost to date $ 13,600.00, 107.0 %

Date project was completed July 9, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted to Division Office on Wednesday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
AUG 17 1959
NOTED-- E M B ☐ ✓
CE ACE ACE COE

NOTED
JOHN R. OAKES

Signed Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.98	1.98		1.98	1.98
Miles partially completed					
Miles completed	1.98	1.98		1.98	1.98
Total estimated quantities (contract)	17,400 C.Y.	17,700 T		106 T	7,450 T
Total quantities corrected to date	14,460 C.Y.	18,361 T		96 T	7,534 T
Estimated quantities moved or placed to date	14,460 C.Y.	18,361 T		96 T	7,534 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
AUG 6 - 1959
FOR FILING

DF-115(10)

5325

A

August 5, 1959

1352

Mr. Avery A. Combs
Attorney at Law
Post Office Box 747
Seaside, Oregon

Dear Mr. Combs:

This is in reply to your letter of July 14 in which you refer to the E. Ray Lerback property in Seaside.

Mr. R. D. Asburry, Assistant Division Engineer, discussed this matter with you on July 30 and, as explained by him, it is our feeling that the traffic bars should be left in place in the interest of safety.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Floyd Query
Mr. J. D. Walker

FC:fn:ae

FORM E-30 50M 11-58 15880

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1959

SUBJECT: Assignment 1352-FC

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Department

Mr. Avery A. Combs, Attorney at Law representing Mr. Lerback of Seaside, was personally contacted July 30 by the undersigned. It was explained to Mr. Combs that it would not be in the interest of the safety of the traveling public to remove some of the traffic bars in front of Mr. Lerback's establishment. In fact, it would create a potential danger spot if this were done. Mr. Combs said he understood our position and would convey the message to Mr. Lerback that we would not approve the removal of the traffic bars in front of his establishment.

For your information, the traffic bars in question were constructed on the recently completed Roosevelt Avenue Section. They control the traffic at the southerly intersection of Roosevelt Avenue and Holladay Drive in Seaside. The point they desire to have the bars removed is in the area where the southbound traffic from Roosevelt Avenue and Holladay Drive merge.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Floyd Query

RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

FORM E-123-X 50M 6-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
BY STATE HIGHWAY ENGINEER
here we go again.

July 17, 1959

Mr. Avery A. Combs
P. O. Box 747
Seaside, Oregon

Dear Mr. Combs:

This is to acknowledge your letter of July 14 requesting that traffic separator bars be removed from in front of Ray's Auto Repair at 1478 South Holladay Drive in Seaside so that patrons can make a left turn to reach his place of business.

This is an engineering matter and we are therefore referring your letter to the State Highway Engineer for appropriate action.

Very truly yours,

Floyd Query
Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. W. C. Williams

RECEIVED
JUL 20 1
OFFICE OF
DIVISION ENGINEER

RECEIVED
[illegible]

REFERRED TO
Walker
BY DEPUTY STATE HIGHWAY ENGINEER
action - report.
Coop

AVERY A. COMBS
ATTORNEY AT LAW
P.O. Box 747
SEASIDE, OREGON
July 14, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am writing this letter on behalf of Mr. E. Ray Lerback, who operates Ray's Auto Repair at 1478 South Holladay Drive in Seaside, Oregon.

Mr. Lerback's shop is located a short distance south of the intersection of the new Roosevelt Drive section of Highway 101 and old Highway 101. His business is being very seriously affected by reason of the fact that bars have been put across the pavement in front of his shop and consequently cars and trucks proceeding north cannot make a left turn into his place. Since much of his business is concerned with log trucks, this is a very serious matter with him.

The purpose of this letter is to urge that a sufficient number of these bars in front of his place be removed so as to give his customers access to his shop.

I would appreciate hearing from you at your early convenience in this matter.

Very truly yours,

Avery A. Combs

AAC:mp

RECEIVED
AUG

FORM E-30 50M 11-55 15890

DE-115 (11)

5095

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1959

SUBJECT: Assignment 1352-FC

1352 To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Department

Mr. Avery A. Combs, Attorney at Law representing Mr. Lerback of Seaside, was personally contacted July 30 by the undersigned. It was explained to Mr. Combs that it would not be in the interest of the safety of the traveling public to remove some of the traffic bars in front of Mr. Lerback's establishment. In fact, it would create a potential danger spot if this were done. Mr. Combs said he understood our position and would convey the message to Mr. Lerback that we would not approve the removal of the traffic bars in front of his establishment.

For your information, the traffic bars in question were constructed on the recently completed Roosevelt Avenue Section. They control the traffic at the southerly intersection of Roosevelt Avenue and Holladay Drive in Seaside. The point they desire to have the bars removed is in the area where the southbound traffic from Roosevelt Avenue and Holladay Drive merge.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Floyd Query

A

RECEIVED
JUL 28 1959
FOR FILING

DF-115(10)

5295

July 27, 1959

American Surety Company
David A. Lewis, Ass't. Manager
725 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to The United Contracting Co., a portion of the funds heretofore retained by the Commission on contract #5295, for grading-paving the Seaside Section of the Oregon Coast Highway in Clatsop County.

This payment, in the amount of $51,294.55, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,651.64. The present payment will be released on or after August 7, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 17 1959

FOR FILING

AF-115(10)

5295

July 17, 1959

Mr. Avery A. Combs
P. O. Box 747
Seaside, Oregon

Dear Mr. Combs:

This is to acknowledge your letter of July 14 requesting that traffic separator bars be removed from in front of Ray's Auto Repair at 1478 South Holladay Drive in Seaside so that patrons can make a left turn to reach his place of business.

This is an engineering matter and we are therefore referring your letter to the State Highway Engineer for appropriate action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. W. C. Williams

AVERY A. COMBS
ATTORNEY AT LAW
P O Box 747
SEASIDE, OREGON

July 14, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am writing this letter on behalf of Mr. E. Ray Lerback, who operates Ray's Auto Repair at 1478 South Holladay Drive in Seaside, Oregon.

Mr. Lerback's shop is located a short distance south of the intersection of the new Roosevelt Drive section of Highway 101 and old Highway 101. His business is being very seriously affected by reason of the fact that bars have been put across the pavement in front of his shop and consequently cars and trucks proceeding north cannot make a left turn into his place. Since much of his business is concerned with log trucks, this is a very serious matter with him.

The purpose of this letter is to urge that a sufficient number of these bars in front of his place be removed so as to give his customers access to his shop.

I would appreciate hearing from you at your early convenience in this matter.

Very truly yours,

Avery A. Combs

AAC:mp

RECEIVED
JUL 15 1959
FOR FILING

DF 115(10)

5295

July 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 9, 1959, on Contract No. 5295, Seaside Section, in Clatsop County, in connection with Federal Aid Project No. DF-115(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
JUL - 6 1959
FOR FILING

F-115(10)

5295

July 3, 1959

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

Dear Mr. Moy:

In a short time the new alignment of the Oregon Coast Highway on Roosevelt Drive in the city of Seaside will be open to traffic. As you are aware, there is one crossing of a spur line of your railroad on this section of highway. At the present time, this crossing is protected by a single cross-buck. We are arranging to have standard advance warning signs installed, and it is believed that it would be well to install an additional cross-buck at the crossing proper. It would be appreciated if you would arrange to have this cross-buck installed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. David Don
Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Tom Edwards

VPJ:pk:gm

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1959

SUBJECT: Crossing in Seaside
Oregon Coast Highway

To: Mr. F. B. Crandall
Traffic Engineer
OFFICE

REFERRED TO
Val Johnson
TRAFFIC ENGR.

Prepare sketch and send it and copies of this letter to S.H. Yoding for him to obtain prints agreement etc - H -

I am attaching a copy of a letter from Mr. C. G. Polk, of the Bureau, in which he refers to the crossing of the Standard Oil Company's spur in the northerly part of Seaside on the Oregon Coast Highway.

Will you please take the necessary steps to see that the cross bucks and signs are installed in accordance with Mr. Polk's suggestion.

Mr Paxson
Plans went to Edwards 7/1/59
H -

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. C. G. Polk

TRAFFIC ENGINEERING
RECEIVED
JUN 10 1959
NOTED ☑ FE ☒ ATE ☑ JCL ☐ PMK ☐ JOB

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

June 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-115(10)
Seaside Section
Oregon Coast Highway

Dear Sir:

In reply to our inquiry of March 9, 1959, your letter dated April 1 described switching movements on the Standard Oil Company spur which crosses this project near station 525+70. It was your recommendation that, due to the low volume of railroad traffic and to the further fact that there are not high-speed movements, standard cross-bucks would afford ample protection.

We agree that during daylight hours the hazard at this crossing would be slight. However, the sight distance in both directions is limited to about 500 feet, due to highway curvature, and it seems to us that advance warning signs are indicated. The additional protection would be needed particularly during seasons when storms and fog are prevalent along the coast.

Also, if our memory serves us correctly, there is only one cross-buck now in place at the crossing. We recommend that another cross-buck be installed on the opposite side of the highway to warn traffic approaching from the other direction when the crossing is occupied by a train.

Very truly yours,

G. G. Polk
Division Engineer

RECEIVED
JUN 10 1959
FOR FILING

DF-115(10)

5295

Salem, Oregon
June 9, 1959

Crossing in Seaside
Oregon Coast Highway

Mr. F. B. Crandall
Traffic Engineer
OFFICE

I am attaching a copy of a letter from Mr. C. G. Polk, of the Bureau, in which he refers to the crossing of the Standard Oil Company's spur in the northerly part of Seaside on the Oregon Coast Highway.

Will you please take the necessary steps to see that the cross bucks and signs are installed in accordance with Mr. Polk's suggestion.

Forrest Cooper
Deputy State Highway Engineer

FC:fa

Attach.

cc Mr. C. G. Polk

Mr. W. C. Williams
Mr. R. L. Porter
Mr. Tom Edwards

[illegible]
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

June 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-115(10)
Seaside Section
Oregon Coast Highway

Dear Sir:

In reply to our inquiry of March 9, 1959, your letter dated April 1 described switching movements on the Standard Oil Company spur which crosses this project near station 525+70. It was your recommendation that, due to the low volume of railroad traffic and to the further fact that these are not high-speed movements, standard cross-bucks would afford ample protection.

We agree that during daylight hours the hazard at this crossing would be slight. However, the sight distance in both directions is limited to about 500 feet, due to highway curvature, and it seems to us that advance warning signs are indicated. The additional protection would be needed particularly during seasons when storms and fog are prevalent along the coast.

Also, if our memory serves us correctly, there is only one cross-buck now in place at the crossing. We recommend that another cross-buck be installed on the opposite side of the highway to warn traffic approaching from the other direction when the crossing is occupied by a train.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
JUN [illegible] 1959
FOR [illegible]
14F 115 (10)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1959

SUBJECT: State of Oregon vs.
Esther C. Case, et al.
Our File L-3131 R-28123
Roosevelt Drive (Seaside) Sec.
Oregon Coast Highway

To: Mr. Floyd Query
Secretary
Office

To assist you in completing the minutes of the last Highway Commission Meeting this is merely to call to your attention that the undersigned secured the authority of the Commission, as an NOA Item on May 29, to pay to the defendants in settlement of the above-entitled case the sum of $6,500.00.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. Earl Saling
Mr. L. I. Lindas
Mr. Charles Peterson
Mr. Leslie B. Hampton

NOTED
FLOYD QUERY

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IDAHO
MONTANA
OREGON
WASHINGTON
21 1959
FOR FILING

DF 115(10)

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

May 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-115(10),
Seaside Section of the
Oregon Coast Highway
Order for State Force Work
Dated April 9, 1959
Seeding and fertilizing of slopes

Dear Sir:

The subject order was received with your letter dated April 30, 1959.

We are approving the use of State Forces as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped or staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work involved is too small to warrant a separate contract.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

To Porter
5/20/59.

NOTED
[illegible] COOPER

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

5295 A

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MAY 13 1959
FOR FILING

5295

May 13, 1959

Mr . C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Seaside Section, Project No. DF-115(10).

The estimate has been revised to include seeding and fertilizing as required per your letter dated May 11, 1959, file OG-354-0, before your approval of State Force Work Order No. 4 can be obtained.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:cr

Oregon State Highway Department

Federal Aid
Project No. DF-115(10)

SEASIDE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate revised to include seeding and fertilizing. Not as a basis for modification of project agreement.)

Salem, Oregon, May 13, 1959

Type Code 6201
Roadway (Sta. 524+47 to Sta. 629+00.50)(Contract No. 5295)

Clearing and Grubbing	All	Required		$ 5,000.00
Removal of Pavement	1,300	sq.yds.	$ .50	650.00
Removal of Curbs	1,050	lin.ft.	.30	315.00
Removal of Walks	330	sq.yds.	.30	99.00
Removal of Catch Basins	8	only	20.00	160.00
Removal of Concrete Islands	6	cu.yds.	3.00	18.00
Drainage Excavation, Unclassified	1,740	cu.yds.	2.00	3,480.00
General Excavation, Unclassified	17,400	cu.yds.	.50	8,700.00
Short Overhaul	96,000	yd.stas.	.02	1,920.00
Long Overhaul	7,000	C-yd.stas.	.50	3,500.00
Finishing Roadbed and Slopes	1.98	miles	500.00	990.00
8-inch Sewer Pipe	220	lin.ft.	2.00	440.00
12-inch Sewer Pipe	2,500	lin.ft.	3.00	7,500.00
18-inch Sewer Pipe	300	lin.ft.	4.00	1,200.00
18-inch Reinforced Sewer Pipe under Railroad	70	lin.ft.	10.00	700.00
Extra for Pipe under Pavement	390	lin.ft.	2.00	780.00
12-inch Corrugated Metal Pipe	590	lin.ft.	3.00	1,770.00
18-inch Corrugated Metal Pipe	170	lin.ft.	4.00	680.00
18-inch Corrugated Metal Pipe, 14-gage under Railroad	40	lin.ft.	10.00	400.00
8-inch Perforated Concrete Drain Pipe	690	lin.ft.	1.50	1,035.00
Corrugated Metal Sumps	5	only	200.00	1,000.00
1½-inch Electrical Conduit	90	lin.ft.	1.50	135.00
Concrete Manholes	2	only	200.00	400.00
Adjustment of Manholes	4	only	25.00	100.00
Adjustment of Flush Tanks	3	only	40.00	120.00
Concrete Inlets, Type "G"	40	only	75.00	3,000.00
Concrete Curbs	24	cu.yds.	70.00	1,680.00
Concrete Walks	56	sq.yds.	4.00	224.00
Coarse Crushed Material in Base	13,000	tons	2.00	26,000.00
3/4" - 0 Material in Base	4,700	tons	2.20	10,340.00
Sprinkling	300	M-gals.	3.00	900.00
Preparation of Base	1.98	miles	300.00	594.00
3/4" - 0 Material in Binder Course	190	tons	3.20	608.00
Furnishing and Placing Aggregates	1,250	tons	3.50	4,375.00
RC-3 Asphalt	22	tons	50.00	1,100.00

Project No. IF-115(10)

200-300 Asphalt			
RS-1 Asphalt	80 tons	$ 49.00	$ 3,920.00
Asphaltic Concrete Mixture in Patching	26 tons	52.00	1,352.00
Asphaltic Concrete Mixture	700 tons	6.00	4,200.00
85-100 Asphalt in Mixture	6,750 tons	6.00	40,500.00
Extra for Asphaltic Concrete Approaches	400 tons	33.00	13,200.00
Asphaltic Concrete Traffic Markers	40 only	25.00	1,000.00
	700 lin.ft.	1.00	700.00
Flagging (57½% of Contractor's Cost)	All Required		$154,785.00
Adjust Water Lines by Seaside City			1,000.00
Water Department	All Required		
Seeding and Fertilizing	All Required		1,000.00
			200.00
	Subtotal		$156,985.00
	Engr. & Cont.		15,478.50
	Total		$172,463.50

Length of Roadway . . . . 1.980 miles
Cost of Roadway per Mile. $87,102.78

Federal "IF" Funds. $128,600.00
Federal "LF" Funds. 27,000.00
State Funds 16,863.50

$172,463.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
MAY 12 1959
FOR FILING

OREGON DISTRICT
DF

When replying, refer to:
08-35.4-0
5295

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 11, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-115(10),
Seaside Section of the
Oregon Coast Highway

Dear Sir:

Order for State Force Work No. 4, covering grass seeding and fertilizing of cut and fill slopes on the above project, was transmitted with your letter of April 30, 1959.

We are unable to approve the order at this time as the proposed work is not included in the agreement estimate. It will be necessary to prepare a revised detail estimate covering the seeding and fertilizing and showing the proposed reduction in the contingency fund.

Very truly yours,

Polk

C. G. Polk
Division Engineer

Probert

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1959
FOR FILING
DF-115(10)

5295

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4 covering grass seeding and fertilizing of cut and fill slopes on the Seaside Section of the Oregon Coast Highway in Clatsop County, Contract No. 5295, in connection with Federal Aid Project No. DF-115(10).

The seeding and fertilizing of the cut and fill sections on this project is necessary not only for roadside improvement, but, more important, for erosion control. No funds for this work were set aside in the project authorization, but, due to the exceptionally sandy soil conditions, erosion control is mandatory.

The State of Oregon is equipped with the specialized machinery to execute this work; thus resulting in substantial savings to the taxpayer. The contractor is not equipped to do this work and the amount is too small to be done by separate contract.

Your approval of this order, under the provisions of PPM 21-6.3, is requested.

The total estimated amount of the order is $200 with Federal participation of $120.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
3 - 1959
FOR FILING
19F-115(10)

5275

April 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This will acknowledge your letter of March 9 in which you refer to a grade crossing of a railroad spur track of the S. P. & S. railroad in the northern part of Seaside.

We have had this matter investigated and find that this spur serves one firm only, the Standard Oil Company.

Rail traffic on the Seaside Branch has been limited to two or three trains a week, with there being approximately 135 switching movements into the Standard Oil Company's plant during the entire year. All switching has been done during daylight hours.

It is our thinking that due to the low volume of railroad traffic and the further fact that these are not high-speed movements that standard cross bucks would afford ample protection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Tom Edwards
Mr. F. B. Crandall

FORM E-30 50M 11-58 15690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1959

SUBJECT: Railroad Crossing
Roosevelt Drive Section
US101 - Seaside

To:
Forrest Cooper
Deputy State Highway Engineer
OFFICE

Pursuant to your request, we have investigated the railroad spur line crossing on Roosevelt Drive in the city of Seaside. US101 traffic will be moved from its existing location to Roosevelt Drive sometime during the coming Summer.

The railroad crossing in question is on the order of 200 feet south of the northerly end of the Roosevelt Drive Section. The anticipated ADT on this section is 4,600 vehicles. The train data supplied by Mr. Asburry turns out to be an average of approximately one train per day. If this crossing had been in existence during the period covered by our current railroad crossing priority listing and had experienced the vehicle and train volumes quoted above, it would have been No. 77 among the 171 unsignalized railroad grade crossings on the State Highway System.

In view of its relatively low priority, it is not believed that the installation of automatic signals can be warranted at this crossing. Cross-bucks, plus advance signs and pavement stencils should be all that will be necessary.

F. B. Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson

FILED
FORREST COOPER

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 5OM 11-58 15680

PLEASE RETURN TO
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Seaside Section
Oregon Coast Highway
Contract No. 5295

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Recently Mr. Paxson contacted this office and requested that we furnish you with the information regarding the railroad traffic over the spur line which crosses the subject project between Station 528 and 529.

This spur line serves only one establishment, that being the Standard Oil Company's warehouse and storage tanks. The Standard Oil Company headquarters in Astoria informed us that last year there were some 270 railroad cars taken across Roosevelt Avenue to their warehouse. These cars were delivered mostly two at a time, which would make around 135 deliveries during the year.

The present practice is for the train to spot these cars at the warehouse in the morning on their trip from Astoria south, then pick up the cars on the return trip sometime during the afternoon. This would mean two crossings of Roosevelt Avenue by the train for every delivery, or a total crossing of Roosevelt Avenue of approximately 270 during the one year.

We have no plans in this office for the installation of any kind of warning signals or protective device to be installed at this crossing. Due to the number of crossings, we believe this should be given serious consideration.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

TRAFFIC ENGINEERING
RECEIVED
MAR 23 1959

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RDA:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Crandall
BY DEPUTY STATE HIGHWAY ENGINEER
Recommendation

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

March 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-115(10)
Seaside Section
Oregon Coast Highway

Dear Sir:

In connection with approval of this project we failed to give consideration to protection of a grade crossing of a railroad spur track near the north end of the S. P. and S. R. R., Seaside Branch, to an oil company warehouse. The track ends approximately 125 feet beyond the westerly right-of-way line of the highway.

It will, of course be necessary to see that the crossing is adequately protected before the project can be accepted. We would appreciate receiving information concerning the frequency of switching movements on this track and advice as to the type of protection that is planned.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

Mr. Cooper:
Asbury is getting
information requested and
will give it to you.
H.G.P.

3-11-59

10 PC

RECEIVED
MAR 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 50M 11-56 18890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Seaside Section
Oregon Coast Highway
Contract No. 5295

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Recently Mr. Paxson contacted this office and requested that we furnish you with the information regarding the railroad traffic over the spur line which crosses the subject project between Station 528 and 529.

This spur line serves only one establishment, that being the Standard Oil Company's warehouse and storage tanks. The Standard Oil Company headquarters in Astoria informed us that last year there were some 270 railroad cars taken across Roosevelt Avenue to their warehouse. These cars were delivered mostly two at a time, which would make around 135 deliveries during the year.

The present practice is for the train to spot these cars at the warehouse in the morning on their trip from Astoria south, then pick up the cars on the return trip sometime during the afternoon. This would mean two crossings of Roosevelt Avenue by the train for every delivery, or a total crossing of Roosevelt Avenue of approximately 270 during the one year.

We have no plans in this office for the installation of any kind of warning signals or protective device to be installed at this crossing. Due to the number of crossings, we believe this should be given serious consideration.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CRUSHED ROCK CO.
CANNON BEACH & GEARHART, ORE.
PHONE RE 8-7331 - HE 6-2433

JAMES SCARBOROUGH
GENERAL EXCAVATION

TELEPHONE
REDFIELD 8-7331

GEARHART, OREGON

Gearhart, Oregon
Box 24
Oct 31 1958

Ore. State Hyway Dept.

Gentlemen:

Ref to Seaside By Pass job.

The Rock for this Job was crushed on My Property & enclose a Letter to My Payment.

Would you let me no when the state pay United Contracting Monies on this Rock

Thank you
James Scarborough

RECEIVED
NOV 3 1958
OREGON
STATE HIGHWAY COMMISSION

[illegible]

Sept. [illegible], 1938

I hereby authorize the United Contracting Co. to pay James Scarborough the sum due him for all work done on State Highway Contract [illegible] which was executed by our plant. Payment is to be made as the Wilson-Scarborough Agreement, which specifies payment is to be made within one week after receipt of the State Highway Estimates.

Amount of payments is to be deducted from monies owed us by the United Contracting Co.

Jed Wilson & Son

Jed Wilson Partner
Jed Wilson

RECEIVED
NOV 6 - 1958
FOR FILING

1(F 115 (10))

5295

November 6, 1958

Mr. James Scarborough
Box 24
Gearhart, Oregon

Dear Sir:

Reference is made to your letter of October 31, 1958, requesting the date of payment to United Contracting Company on State Contract No. 5295, Seaside Section.

We cannot establish a definite date on which payment will be made. Estimates are submitted by the Resident Engineer on the tenth of the month. We are usually able to make payment twenty to thirty days after receiving the estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DHP:lmr

RECEIVED
FORM K-80X—50M—[illegible]—13046
OCT 30 1958
FOR FILING

10F-115 (10)

5295

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1958

To:

G. S. Paxson
Assistant State Highway Engineer
O F F I C E

SUBJECT: Reply to October 15, 1958 letter of Edward L. Wemple of Coverdale and Colpitts requesting information on motor fuel consumption data for Oregon and anticipated opening dates of US101 relocation through Seaside

The attached suggested draft explains an apparent discrepancy in motor fuel consumption data for Oregon for the years 1956 and 1957. Bureau of Public Roads published figures show an increase between these two years, whereas there actually occurred a decrease.

We advise that the relocated section of US101 through Seaside is expected to be open and available for through traffic in July, 1959. Distance and travel time savings were quoted.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

RLS:mp:bb
Attachment
cc: Forrest Cooper

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1958
FOR FILING

DF 5(10)

5295

October 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal and disposal of buildings of more than 600 square feet of enclosed area on the Seaside Section of the Oregon Coast Highway in Clatsop County, Contract No. 5295, in connection with Federal Aid Project No. DF-115(10).

The specifications provide for removal of buildings with less than 600 square feet of enclosed area under the "Clearing and Grubbing" item. These buildings have more than 600 square feet enclosed area and have not been sold. It is now necessary to remove and dispose of the larger buildings to clear for construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
SEP 23 1958
FOR FILING

AF-115(10)

5295

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Herewith in triplicate copies of Assignment of Lease, copy of Lease from Andrew Lassila and copies of preliminary Title Report on property in Clatsop County to be used in connection with rock storage on the Seaside Contract No. 5295. These documents have been approved by Mr. Lindas and are forwarded to you for your approval. When approved they should be forwarded to Mr. Probert for further handling.

Tom Edwards
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

RECEIVED
SEP 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Entire file to SHP 9-22-58

RECEIVED
[illegible]
FOR FILING

Contract # 5295
L. 1080

DF-115(10)

A

ASSIGNMENT OF LEASE

[illegible]

5295

For value received The United Contracting Company,
Name

contractor on highway (bridge) construction contract No. 5295, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Andrew Lassila (lessor) to The United Contracting Company (contractor-lessee) dated 9/9/58, covering a parcel of land in Section 22, Township 6 North, Range 10 W, W.M., Clatsop County, Oregon.
2. Title report of lessor.

Sept. 12th 1958
Date

Portland, Oregon
Place

THE UNITED CONTRACTING COMPANY
Contractor

By R. D. Hoyt
R.D.Hoyt, President

STATE OF OREGON)
County of Multnomah) ss.

On this 12th day of September, 1958, personally came before me, a Notary Public in and for said county and state, the within named R. D. Hoyt to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Notary Public for Oregon

My commission expires February 2nd 1962

ACCEPTANCE RECOMMENDED:

Deputy State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

Chief Counsel

Indenture made this day 9th of September 1958 between Andrew Lassila, herein called the lessor, which expression shall include his heirs and assigns, and United Contracting Company herein called the lessee, which expression shall include the executors, administrators, and assigns. The said lessor, for and in consideration of the sum of one hundred and tenn dollars ($110.00) to him paid by the said lessee, receipt of which is acknowledged, doth hereby demise and lease unto the said lessee for the duration of the Oregon State Highway Commission's Contract # 5295 on the Seaside Section of the Oregon Coast Highway, a parcel of land lying in Section 22, Township 6 North, Range 10 West of the Willamette Meridian, Clatsop County, State of Oregon, and being a portion of that tract of land described in that certain deed to Andrew Lassila, recorded in Book 82, Page 503, of Clatsop County Records of Deeds; the said parcel being described as follows;

> Beginning at a point 7.87 chains South of the Northwest corner of the Northeast quarter of the Southwest quarter of said Section 22; thence North 7.87 chains to the true point of beginning; thence East 210 feet; thence South 210 feet; thence West 210 feet; thence North 210 feet to the point of beginning, containing one acre more or less.

Andrew Lassila

Andrew Lassila

TITLE AND TRUST BUILDING

Title and Trust
COMPANY
840 Commercial Street
Astoria, Oregon

RECEIVED
[illegible]
LEGAL DEPT.

RECEIVED
[illegible]
LEGAL DEPT.

August 29, 1958

Mrs. Jed Wilson
Hamlet Rt. Box 45
Seaside, Oregon

PRELIMINARY REPORT ONLY
No liability is assumed hereunder until full policy premium has been paid.

Dear Mrs. Wilson:

We are prepared to issue title insurance policy in the usual form insuring the title to the land described on the attached description sheet:

Vestee: ANDREW LASSILA

Dated as of August 27, 1958 at 8:00 a.m.

TITLE AND TRUST COMPANY

JPM:vld

By Joseph P. Maher

Subject to the usual printed exceptions and stipulations.

1. 1955-56 taxes, $155.55 plus interest.

2. 1956-57 taxes, $192.94 plus interest.

3. 1957-58 taxes, $ 75.52 plus interest.

4. Mortgage, including the terms and provisions thereof, executed by Andrew Lassila, a widower, same person acquiring title as Andrew Lissla, to The Federal Land Bank of Spokane, dated August 2, 1946, recorded August 2, 1946 in Book 85, page 505, Mortgage Records, given to secure the payment of a note for $1,000.00, with interest thereon.

Report No. C-22-588

DESCRIPTION SHEET

See page 1 for vesting and encumbrances, if any.

Description of the tract of land which is the subject of this report:

Beginning at a point 7.87 chains South of the Northwest corner of the Northeast quarter of the Southwest quarter of Section 22, Township 6 North, Range 10 West of the Willamette Meridian;

thence North 7.87 chains;

thence East 25.71 chains;

thence South 7/69 chains;

thence West to the point of beginning said described land being in Section 22, Township 6 North or Range 10 West of the Willamette Meridian, Clatsop County, State of Oregon.

EXCEPTING roads and streets.-----

Report No. [illegible]

TITLE AND TRUST COMPANY

C O P Y

840 Commercial Street
Astoria, Oregon

August 29, 1958

Mrs. Jed Wilson
Hamlet Rt. Box 45
Seaside, Oregon

PRELIMINARY REPORT ONLY
No liability is assumed hereunder until full policy premium has been paid.

Dear Mrs. Wilson:

We are prepared to issue title insurance policy in the usual form insuring the title to the land described on the attached description sheet:

Vestee: ANDREW LASSILA

Dated as of August 27, 19 58 at 8:00 a.m.

TITLE AND TRUST COMPANY

JPM:vld

By Joseph P. Maher

Subject to the usual printed exceptions and stipulations,

1. 1955-56 taxes, $155.55 plus interest.
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3. 1957-58 taxes, $ 75.52 plus interest.
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Report No. C-22-588

RECEIVED
SEP 23 1958
FOR FILING
SECRETARY
DF-115(10)
5215

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

September 19, 1958

United Contracting Co.
9098 N.E. Hancock Dr.
Portland, Oregon

Gentlemen:

This has reference to the installation of culvert pipes under railway trackage in connection with your contract with the Oregon State Highway Department for the grading and paving of the Oregon Coast Highway in Seaside, Oregon.

It is our understanding of the Special Provisions that the track work which will be necessary such as removing ties and rail and replacing them, and subsequent raising to correct track settlement is a proper charge against you as the General Contractor.

Our Resident Engr. Monaghan and Roadmaster Bates were in Seaside yesterday and made arrangements with Grimstad and Vanderveldt, the sub-contractors, through their Mr. Ray Johnson for our Astoria section crew to prepare the Standard Oil Company spur for installation of a culvert under that track on Tuesday, September 23rd, a day that there is no local train service to Seaside. Grimstad and Vanderveldt are to make arrangements directly with our Astoria section foreman, Mr. D. Davis, when this culvert and other culverts under the main track are to be installed.

This letter is to inform you that our bills for the track work will be presented directly to you rather than to the sub-contractor. Bill for inspection and flagging by Railway Company forces will be presented to the State.

Very truly yours

Chief Engineer

TCM-c
cc- Oregon State Highway Dept.

Original to Mr. Walker
(With note:
"This is something for
you to handle" GdP")

RECEIVED
SEP 18 1958
FOR FILING

Salem, Oregon
September 16, 1958

Assignment lease
United Contracting Company

Tom Edwards
Construction Engineer

Attention: L. H. Young

You have received from Mr. Frank C. McKinney, Chief of the Office Section of our Legal Department, a carbon copy of a letter to me, dated September 15, concerning an assignment of lease from the United Contracting Company of the Company's interest in a site which is to be used for the storage of rock in connection with State Highway Contract No. 5295.

I have had nothing to do with processing leases of this nature, but believe that has been handled by the Construction Division so I am handing you herewith three copies of the lease from Andrew Lassila to the United Contracting Company and three copies of the assignment of said lease to the State Highway Commission.

Also attached is a copy of the letter received from the United Contracting Company, directed to my attention. Mention is made therein of a title report from the Title and Trust Company of Astoria. These copies were not attached to the file when I received it from Mr. McKinney. The Legal Department is searching its records to ascertain whether or not it was inadvertently retained by them.

later found by Legal dept.

I have not written the United Contracting Company acknowledging receipt of this letter and material, but would suggest that you do so and in your letter mention the tax delinquency and the mortgage.

H. B. Glaisyer, Secretary

HBG:jmc

Encls.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 15, 1958
Salem Office

SUBJECT: Assignment of Lease from The United Contracting Company Contract No. 5295

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Mr. Lindas has forwarded to me a letter from The United Contracting Company, dated September 12, and addressed to you, which enclosed three copies of a lease to said Company from Andrew Lassila, three copies of an assignment of lease from The United Contracting Company to the State and a title report covering said property.

I have reviewed the leases and the title report and Mr. Lindas has accepted the assignment of lease on behalf of the Commission. I am returning, therefore, all of the above documents to you.

In notifying the Contracting Company of our acceptance of the assignment, you might mention to them that the owner is at least three years delinquent on his taxes and apparently the property is subject to a mortgage which, unless a satisfaction has never been filed, would appear to be ready for foreclosure.

Frank C McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.
cc: Mr. L. H. Young

NOTED
H. B. GLAISYER

THE UNITED CONTRACTING COMPANY
GENERAL CONTRACTORS
P. O. BOX 5075
PORTLAND 12, OREGON

RECEIVED
SEP [illegible] 1958
LEGAL [illegible]

September 12th 1958

Oregon State Highway Commission
Salem, Oregon.

REFERRED TO
Lindas
BY SECRETARY

Gentlemen:

Attention: Mr. H. B. Glaisyer,
Secretary

Attached hereto please find three copies of Assignment of Lease, three copies of Lease from Andrew Lassila and three copies of Preliminary Title Report from Title & Trust Company, Astoria, on certain property in Clatsop County, Oregon, to be used for rock storage purposes in conjunction with our Contract #5295.

Trusting that you find these papers in order, we remain

Yours very truly,

THE UNITED CONTRACTING COMPANY

Cutting

R. M. Cutting
Secy-Trea.

REFERRED 9-15-58
TO McKinnee
FOR Checking
LEONARD I. LINDAS

RMC/B
encl 9
CC E.J.Hall, Res, Eng.
Astoria, Ore.
CC Jed Wilson & Son
Seaside, Ore.

RECEIVED
SEP 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1958
FOR FILING

[illegible]

5295

September 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Seaside Section of the Oregon Coast Highway in Clatsop County, Contract No. 5295, in connection with Federal Aid Project No. DF-115(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosures

DBP:lmw

Oregon State Highway Department

Federal Aid
Project No. DF-115(10)

AE-35' 013

SEASIDE SECTION OF THE OREGON
COAST HIGHWAY IN CLATSOP COUNTY

5295

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 5, 1958

Type Code 6201
Roadway (Sta. 524+47 to Sta. 629+00.50) (Contract No. 5295)

Clearing and Grubbing	All	Required		$ 5,000.00
Removal of Pavement	1,300	sq. yds.	$ .50	650.00
Removal of Curbs	1,050	lin. ft.	.30	315.00
Removal of Walks	330	sq. yds.	.30	99.00
Removal of Catch Basins	8	only	20.00	160.00
Removal of Concrete Islands	6	cu. yds.	3.00	18.00
Drainage Excavation, Unclassified	1,740	cu. yds.	2.00	3,480.00
General Excavation, Unclassified	17,400	cu. yds.	.50	8,700.00
Short Overhaul	96,000	yd. sta.	.02	1,920.00
Long Overhaul	7,000	C-yd. stas.	.50	3,500.00
Finishing Roadbed and Slopes	1.98	miles	500.00	990.00
8-inch Sewer Pipe	220	lin. ft.	2.00	440.00
12-inch Sewer Pipe	2,500	lin. ft.	3.00	7,500.00
18-inch Sewer Pipe	300	lin. ft.	4.00	1,200.00
18-inch Reinforced Sewer Pipe under Railroad	70	lin. ft.	10.00	700.00
Extra for Pipe under Pavement	390	lin. ft.	2.00	780.00
12-inch Corrugated Metal Pipe	590	lin. ft.	3.00	1,770.00
18-inch Corrugated Metal Pipe	170	lin. ft.	4.00	680.00
18-inch Corrugated Metal Pipe, 14-gage under Railroad	40	lin. ft.	10.00	400.00
8-inch Perforated Concrete Drain Pipe	690	lin. ft.	1.50	1,035.00
Corrugated Metal Sumps	5	only	200.00	1,000.00
1¼-inch Electrical Conduit	90	lin. ft.	1.50	135.00
Concrete Manholes	2	only	200.00	400.00
Adjustment of Manholes	4	only	25.00	100.00
Adjustment of Flush Tanks	3	only	40.00	120.00
Concrete Inlets, Type "G"	40	only	75.00	3,000.00
Concrete Curbs	24	cu. yds.	70.00	1,680.00
Concrete Walks	56	sq. yds.	4.00	224.00
Coarse Crushed Material in Base	13,000	tons	2.00	26,000.00
3/4" - 0 Material in Base	4,700	tons	2.20	10,340.00
Sprinkling	300	M-gals.	3.00	900.00
Preparation of Base	1.98	miles	300.00	594.00
3/4" - 0 Material in Binder Course	190	tons	3.20	608.00
Furnishing and Placing Aggregates	1,250	tons	3.50	4,375.00
MC-3 Asphalt	22	tons	50.00	1,100.00

200-300 Asphalt	80	tons	$ 49.00	$ 3,920.00
RS-1 Asphalt	26	tons	52.00	1,352.00
Asphaltic Concrete Mixture in Patching	700	tons	6.00	4,200.00
Asphaltic Concrete Mixture	6,750	tons	6.00	40,500.00
85-100 Asphalt in Mixture	400	tons	33.00	13,200.00
Extra for Asphaltic Concrete Approaches	40	only	25.00	1,000.00
Asphaltic Concrete Traffic Markers	700	lin. ft.	1.00	700.00
				$154,785.00
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Adjust Water Lines by Seaside City Water Dept.	All Required			1,000.00
		Subtotal		$156,785.00
		10% Engr. & Cont.		15,678.50
		Total		$172,463.50

Length of Roadway	1.980 Miles
Cost of Roadway per Mile	$87,102.78

Federal "DF" Funds	$128,600.00
Federal "LF" Funds	27,000.00
State Funds	16,863.50
	$172,463.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

SEASIDE SECTION

Project No. DP-115(10)

(Estimate of work to be done by City of Seaside on Water Lines.)

Materials -	$ 361.00
Labor -	549.00
Overhead -	91.00
	$1,001.00
Use	$1,000.00

Oregon State Highway Department

Federal Aid
Project No. DF-115(10)

SEASIDE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 6, 1958

Type Code 6201
Roadway (Sta. 524+47 to Sta. 629+00.50)

Clearing and Grubbing	All	Required		$ 5,000.00
Removal of Pavement	1,300	sq. yds.	$ 0.75	975.00
Removal of Curbs	1,050	lin. ft.	0.35	367.50
Removal of Walks	330	sq yds	0.50	165.00
Removal of Catch Basins	8	only	20.00	160.00
Removal of Concrete Islands	6	cu. yds	20.00	120.00
Drainage Excavation, Unclassified	1,740	cu. yds	3.00	5,220.00
General Excavation, Unclassified	17,400	cu. yds.	0.70	12,180.00
Short Overhaul	96,000	yd. sta	0.015	1,440.00
Long Overhaul	7,000	C-yd Sta	0.40	2,800.00
Finishing Roadbed and Slopes	1.98	miles	750.00	1,485.00
8 Inch Sewer Pipe	220	lin. ft.	2.00	440.00
12 Inch Sewer Pipe	2,500	lin. ft.	2.50	6,250.00
18 Inch Sewer Pipe	300	lin. ft.	3.75	1,125.00
18 Inch Reinforced Sewer Pipe Under R.R.	70	lin. ft.	14.50	1,015.00
Extra for Pipe Under Pavement	390	lin. ft.	3.00	1,170.00
12 Inch Corrugated Metal Pipe	590	lin. ft.	3.75	2,212.50
18 Inch Corrugated Metal Pipe	170	lin. ft.	5.00	850.00
18 Inch Corrugated Metal Pipe 14 Gage Under R.R.	40	lin. ft.	15.00	600.00
8 Inch Perforated Concrete Drain Pipe	690	lin. ft.	2.00	1,380.00
Corrugated Metal Sumps	5	only	225.00	1,125.00
1½ Inch Electrical Conduit	90	lin. ft.	1.75	157.50
Concrete Manholes	2	only	300.00	600.00
Adjustment of Manholes	4	only	50.00	200.00
Adjustment of Flush Tanks	3	only	50.00	150.00
Concrete Inlets, Type "G"	40	only	80.00	3,200.00
Concrete Curbs	24	cu. yds.	48.00	1,152.00
Concrete Walks	56	sq. yds.	4.50	252.00
Coarse Crushed Material in Base	13,000	tons	1.95	25,350.00
3/4" - 0 Material in Base	4,700	tons	2.10	9,870.00
Sprinkling	300	M-gals.	3.00	900.00
Preparation of Base	1.98	miles	250.00	495.00
3/4" - 0 Material in Binder Course	190	tons	2.80	532.00
Furnishing and Placing Aggregates	1,250	tons	3.00	3,750.00
RC-3 Asphalt	22	tons	45.00	990.00
200-300 Asphalt	80	tons	43.00	3,440.00
RS-1 Asphalt	26	tons	75.00	1,950.00

Seaside Section

DF-115(10)

Asphaltic Concrete Mixture in Patching	700 tons	7.50	$ 5,250.00
Asphaltic Concrete Mixture	6,750 tons	6.50	43,875.00
85-100 Asphalt in Mixture	400 tons	42.00	16,800.00
Extra for Asphaltic Concrete Approaches	40 only	30.00	1,200.00
Asphaltic Concrete Traffic Markers	700 lin. ft.	1.00	700.00
			$166,893.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Adjust Water Lines by Seaside City Water Department	All Required		500.00
	Subtotal		$168,393.50
	10% Engr. & Cont.		16,839.35
	Total		$185,232.85

Length of Roadway 1.980 Miles
Cost of Roadway per Mile $93,551.94

Federal "DF" Funds -	$138,000.00
Federal "LF" Funds -	29,000.00
State Funds -	18,232.85
	$185,232.85

Oregon State Highway Department

Federal Aid
Project No. DF-115(10)

SEASIDE SECTION OF THE OREGON

COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 28, 1958

Type Code 6201
Roadway (Sta. 524+47 to Sta. 629+00.50)

Clearing and Grubbing	All Required		$ 3,000.00
Removal of Pavement	1,300 sq. yds.	$0.75	975.00
Removal of Curbs	1,050 lin. ft.	0.35	367.50
Removal of Walks	330 sq. yds.	0.50	165.00
Removal of Catch Basins	8 only	20.00	160.00
Removal of Concrete Islands	6 cu. yds.	20.00	120.00
Drainage Excavation, Unclassified	1,740 cu. yds.	3.00	5,220.00
General Excavation, Unclassified	17,400 cu. yds.	0.70	12,180.00
Short Overhaul	96,000 yd. stas.	0.015	1,440.00
Long Overhaul	7,000 C-yd. stas.	0.40	2,800.00
Finishing Roadbed and Slopes	1.98 miles	750.00	1,485.00
8 Inch Sewer Pipe	220 lin. ft.	2.00	440.00
12 Inch Sewer Pipe	2,500 lin. ft.	2.50	6,250.00
18 Inch Sewer Pipe	300 lin. ft.	3.75	1,125.00
18 Inch Reinforced Sewer Pipe Under R.R.	70 lin. ft.	14.50	1,015.00
Extra for Pipe Under Pavement	390 lin. ft.	3.00	1,170.00
12 Inch Corrugated Metal Pipe	590 lin. ft.	3.75	2,212.50
18 Inch Corrugated Metal Pipe	170 lin. ft.	5.00	850.00
18 Inch Corrugated Metal Pipe, 14 Gage Under R.R.	40 lin. ft.	15.00	600.00
8 Inch Perforated Concrete Drain Pipe	690 lin. ft.	2.00	1,380.00
Corrugated Metal Sumps	5 only	225.00	1,125.00
1¼ Inch Electrical Conduit	90 lin. ft.	1.75	157.50
Concrete Manholes	2 only	300.00	600.00
Adjustment of Manholes	4 only	50.00	200.00
Adjustment of Flush Tanks	3 only	50.00	150.00
Concrete Inlets, Type "C"	40 only	80.00	3,200.00
Concrete Curbs	24 cu. yds.	48.00	1,152.00
Concrete Walks	56 sq. yds.	4.50	252.00
Coarse Crushed Material in Base	13,000 tons	1.85	24,050.00
3/4" - 0 Material in Base	4,700 tons	2.00	9,400.00
Sprinkling	300 M-gals.	3.00	900.00
Preparation of Base	1.98 miles	250.00	495.00
3/4" - 0 Material in Binder Course	190 tons	2.80	532.00
Furnishing and Placing Aggregates	1,250 tons	3.00	3,750.00
RC-3 Asphalt	22 tons	45.00	990.00
200-300 Asphalt	80 tons	43.00	3,440.00
RS-1 Asphalt	26 tons	75.00	1,950.00
Asphaltic Concrete Mixture in Patching	700 tons	6.00	4,200.00

Asphaltic Concrete Mixture	6,750 tons	$5.90	$ 39,825.00
85-100 Asphalt in Mixture	400 tons	42.00	16,800.00
Extra for Asphaltic Concrete Approaches	40 only	30.00	1,200.00
Asphaltic Concrete Traffic Markers	700 lin. ft.	1.00	700.00
			$158,023.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Adjust Water Lines by Seaside City Water Department	All Required		500.00
	Subtotal		$159,523.50
	10% Engr. & Cont.		15,952.35
	Total		$175,475.85

Length of Roadway 1.980 Miles
Cost of Roadway per Mile $88,624.16

Federal "DF" Funds- -	$130,000.00
Federal "LF" Funds- -	28,000.00
State Funds -	17,475.85
	$175,475.85

[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the City of Seaside's fire hydrants, valves, and blow-outs on the Seaside Section of the Oregon Coast Highway in Clatsop County, Oregon, Project No. DF-115(10):

1. Copies of the agreement with the City of Seaside. Paragraph 3 under things to be done by the state establishes the obligation of the State to reimburse the City for this work.

2. Copies of the City's estimate for doing the work.

3. Plan sheets 5, 6, 7, 8, and 9, showing the facilities to be moved.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

361 Mat
549 Lab
91 Overhead

OK 7/15/58

RECEIVED
SEP 3 - 1958
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5295 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 3, 1958

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5295, awarded Aug. 15, 1958, for grading and paving on the Seaside Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG [illegible] 1958
FOR FILING

[illegible]

5295

August 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1958, on Contract No. 5295, Seaside Section, in Clatsop County, in connection with Federal Aid Projects No. DF-115(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

RECEIVED
AUG 19 1958
FOR FILING
DF-112 [illegible]

5295

August 18, 1958

Mr. M. M. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5295 and plans covering grading and paving work on the Seaside Section of the Oregon Coast Highway in Clatsop County.

In general, grading and paving work to be performed under the contract is west of and parallel to your company's tracks. However, to complete the drainage system will require the contractor to place extra strength pipes under your company's tracks opposite Highway Station 528(under spur track), 563+90 and 579+90.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:ms

cc: Mr. G. S. Paxson, Salem, Oregon
Mr. J. W. DeHouse, Salem, Oregon
Mr. R. M. Brown, District Engineer
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
AUG 1[illegible] 1958
FOR FILING

File
DF 115 (10)

When replying, refer to:
08-35.4-0

5295

August 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project DF-115(10), Seaside Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 5295 to the United Contracting Co. of Portland, Oregon, low bidder in the amount of $154,785.00 at the June 17, 1958 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
AUG 1[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1958
FOR FILING

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Seaside Section of the Oregon Coast Highway in Clatsop County, Project DF-115(10), to the United Contracting Co. of Portland, Oregon, on the basis of the bid of $154,785.00 submitted on June 17, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
AUG 25 1958
FOR FILING
AF-E( )
5295

August 15, 1958

The United Contracting Company
P. O. Box 5375
Portland 13, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading and paving on the Oregon Coast Highway in Clatsop County for the sum of $154,785.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer awarded you today the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5295.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 15, 1958

The United Contracting Company
9898 N. E. Hancock Drive
Portland 13, Oregon

Contract for grading and paving Seaside Section of the Oregon Coast Highway in Clatsop County for which you submitted low bid on June 17, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
JUL 23 1958
FOR FILING

When replying, refer to:
08-35.5
DF-115 (10)

5295

408 State Highway Bldg.
Salem, Oregon

July 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-115(10)
Seaside Sec. of the Oregon
Coast Highway - Adjustment of
City Utilities

Dear Sir:

We are approving the agreement between the State and City of Seaside dated May 27, 1958, covering adjustments of fire hydrants, valves and blowouts, on the above project.

Authorization is hereby granted to proceed, as of July 18, 1958, with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
JUL 18 1958
FOR FILING
DF-115(10)
5295

July 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the City of Seaside's fire hydrants, valves, and blow-outs on the Seaside Section of the Oregon Coast Highway in Clatsop County, Oregon, Project No. DF-115(10):

1. Copies of the agreement with the City of Seaside. Paragraph 3 under things to be done by the state establishes the obligation of the State to reimburse the City for this work.

2. Copies of the City's estimate for doing the work.

3. Plan sheets 5, 6, 7, 8, and 9, showing the facilities to be moved.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
CHIEF ENGINEER

1959 OREGON CENTENNIAL CELEBRATION

RECEIVED
JUN 19 1958
FOR FILING

10F-115(10)

5-85

June 17, 1958

44 11 A

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem Oregon.

Dear Sir:

Please refer to your letter of June 12, 1958, advising this office that a contract will be let on June 17, 1958 for the grading and paving of the Seaside section of the Oregon Coast Highway in Clatsop County.

To date the Oregon State Highway Department has not made any arrangements through this office or our right of way office for a 16 ft. easement shown on your plans as well as an easement covering street intersections, additional pipe installations, ditch installations, and right of way in the vicinity of our depot at Broadway St.

I refer you to my letter of April 2, 1958, advising your office that the S.P. & S. Railway probably would not have any objections to the placement of pipes and ditches as you outlined on previous plans, but that it would be absolutely necessary for your right of way people to contact our Mr. W. P. Garrett, Right of Way & Tax Agent, so that an agreement as well as an easement could be progressed for everything on our right of way.

Again on May 23, 1958, your Mr. Tom Edwards, Construction Engineer, called me in regard to the 16 ft. easement. He stated that in order to obtain Federal Aid

Copy to [illegible] 6-[illegible]
[illegible]

NOTED
C. S. [illegible]

S. P. & S. Ry. Golden Anniversary
1908 - 1958

money for this project it was necessary that the State Highway Department have a 66 ft. right of way through this area, and in order to accomplish this would have to purchase a 16 ft. strip from the S.P. & S. Railway. I advised him that our management would probably not be willing to sell a 16 ft. strip of right of way but would grant the Oregon State Highway Department an easement covering this width. I also asked him to have your right of way people contact our Mr. Garrett.

Again on May 26, 1958, Mr. Glen Paxton called relative to this same work, and I advised him that I thought the Railroad would be quite willing to grant a 16 ft. easement and that this matter should immediately be handled with our right of way department.

As you know, thirty to sixty days might elapse before this right of way matter could be settled, and it will be impossible for your contractor to do any work on our right of way or under our tracks until such time as this matter has been brought to a conclusion with our management.

Your early reply to this letter would be appreciated.

Very truly yours

H F Moy
Chief Engineer

HFM-o

RECEIVED
JUN 13 1958
FOR FILING

DF-115 [illegible]

E-115

June 12, 1958

Mr. M. E. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the Seaside Section of the Oregon Coast Highway in Clatsop County, bids for which are to be received in Salem on June 17, 1958.

In general, grading and paving work to be performed under the contract is west of and parallel to your company's tracks. However, to complete the drainage system will require the contractor to place extra strength pipes under your company's tracks opposite Highway Station 528 (under spur track), 563+90 and 579+90.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. S. Paxson
J. M. Delcure

FORM E-128X 37½M 10-56

RECEIVED
JUN 11 1958
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Const
Fed. Aid
Prog & Prog

June 10, 1958

DF. 115-(10)

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTE.
W. C. WILLIAMS

Dear Mr. Polk:

In accordance with your letter of June 2 to Mr. W. C. Williams, you will find attached three copies of an agreement between the State and City of Seaside covering the Seaside Section of the Oregon Coast Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

cc: S. H. Probert
W. C. Williams

RECEIVED
10 [illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
JUN 9 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Const
Fed. Est
[illegible] & Proj

June 2, 1958

DF-115(10)

NOTED
H. B. GLAISYER

TO PROSPECTIVE BIDDERS ON THE
SEASIDE GRADING AND PAVING PROJECT

Gentlemen:

This letter is to advise you of a change in the special provisions for the above-named project bids for which are to be received in Salem on June 17, 1958.

On page 20 of the special provisions under the heading "Measurement and Payment" paragraph (b) is to be eliminated in its entirety as the item "Preparation of Base" is to be paid for on the per mile basis set forth in the standard specifications rather than on a lump sum basis. Paragraphs "c", "d" and "e" consequently are to be changed to "b", "c" and "d".

The special provisions incorporated in the contract for the project will be changed in accordance with the above and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. WILLIAMS

State Highway Engineer

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FOR FILING

R

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Cont
Fed Aid
Prog & Proj.
08-35.4-0

DF-115(10)

June 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-115(10), Seaside Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of a satisfactory agreement with the S. P. & S. Railroad Company covering encroachments on the railroad right-of-way.

Please forward copies of the State-city agreement and of an encroachment resolution from the city of Seaside. Sent by Mr. Swenson on June 10.

Very truly yours,

C. C. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Swenson

RECEIVED
JUN 4 1958
FOR FILING

QF-115 (a)

5245

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
May 28, 1958

Cooperative Construction Agreement
Roosevelt Drive (Seaside) Section
Oregon Coast Highway
City of Seaside

4444A

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Seaside covering the Roosevelt Drive (Seaside) Section on the Oregon Coast Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Seaside.

Secretary

rn
Attach: 1

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1958

SUBJECT: Cooperative Construction Agreement
Roosevelt Drive (Seaside) Section
Oregon Coast Highway
City of Seaside

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval. The project was approved by the Commission December 5, 1957. It appears on page ~~17~~ of the minutes.
32

This completes Assignment No. 444.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-5-57 Minutes Page 32
Secretary

APPROVED
Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date

REFERRED TO
Gloisge - Commn Signatures -
BY DEPUTY STATE HIGHWAY ENGINEER

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1958

SUBJECT: Cooperative Construction Agreement
Roosevelt Drive (Seaside) Section
Oregon Coast Highway
City of Seaside

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

In accordance with your request of April 24, 1958, we are attaching hereto, six copies of the above named agreement. We understand that County and City Relations Division will furnish exhibit maps when they are available.

R. A. Holland
ROBERT A. HOLLAND
Staff Attorney

RAH:mmb
Attachments
cc: L. I. Lindas

RECEIVED
MAY 6 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1958
FOR FILING
RF-115(L)

5295

R

May 28, 1958

Mr. Robert T. Urie,
City Recorder,
City Hall
Seaside, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Seaside covering the Roosevelt Drive (Seaside) Section on the Oregon Coast Highway in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 23 1958
FOR FILING

DF-115 (10)

[illegible]

May 22, 1958

Hon. Lester U. Haw
Mayor
City of Seaside
Seaside, Oregon

Dear Sir:

Pursuant to your verbal request, representatives of the County and City Relations and Traffic Engineering Divisions have made an investigation of the feasibility of closing off certain streets which, under present plans, would enter the new Roosevelt Drive section of the Oregon Coast Highway in the city of Seaside. There is attached one copy of a city map whereon is shown in blue those streets which it is not believed could be cut off from access to Roosevelt Drive.

Because of the lack of a parallel north-south street, it would not be possible to deny access to any of the streets entering Roosevelt Drive from the east, north of Broadway. The plan attached proposes cutting off all except certain major east-west streets on the westerly side of Roosevelt Drive north of Broadway. South of Broadway where parallel north-south streets exist east of Roosevelt Drive it is proposed to close all minor east-west streets on both sides.

If the number of streets entering Roosevelt Drive is kept to a minimum, the capacity and safety of the new project will be greatly enhanced through reduction of intersectional conflicts. It is suggested that the City give consideration to closing as many streets as is possible.

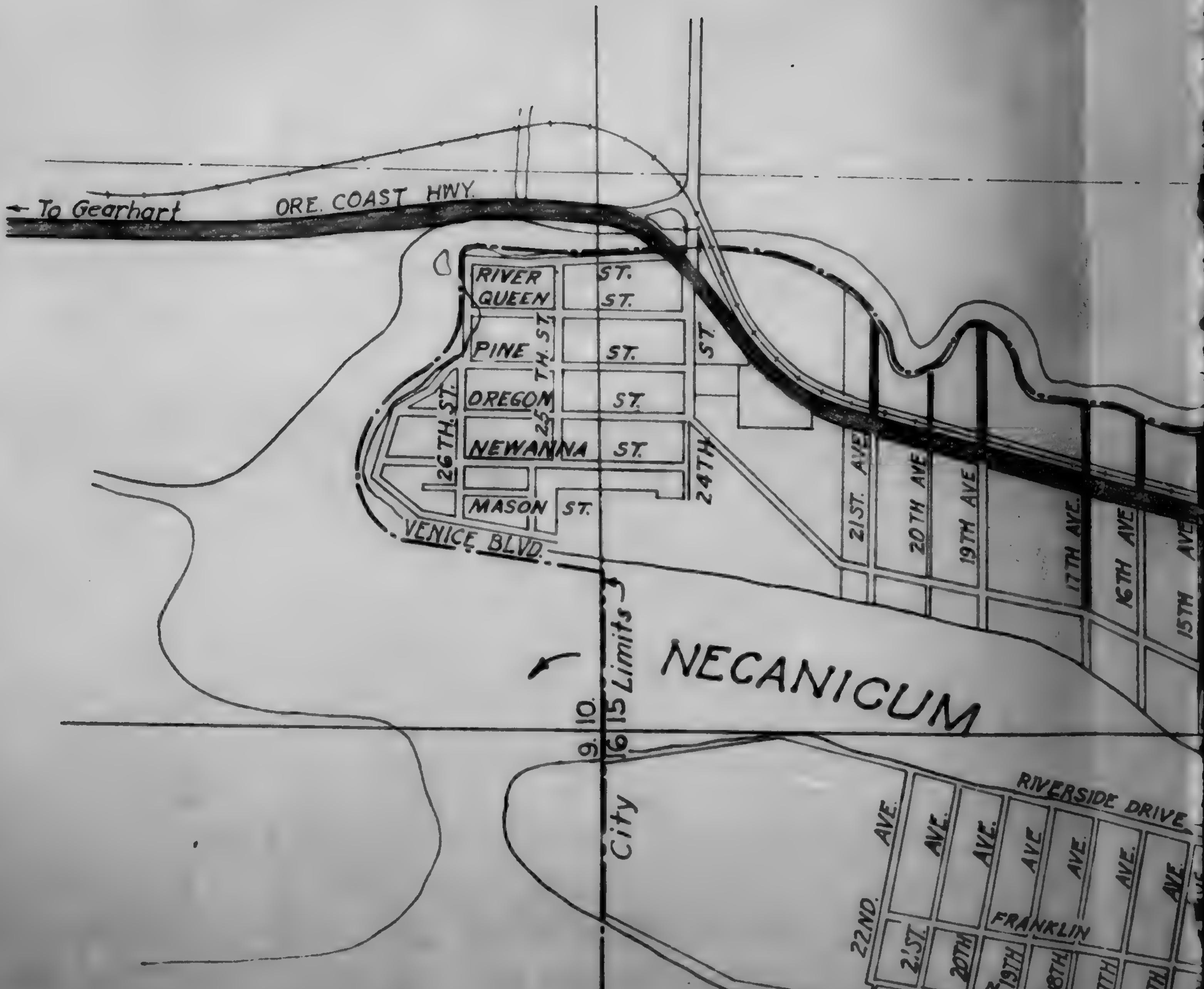
If you desire any further information, please advise.

Very truly yours,

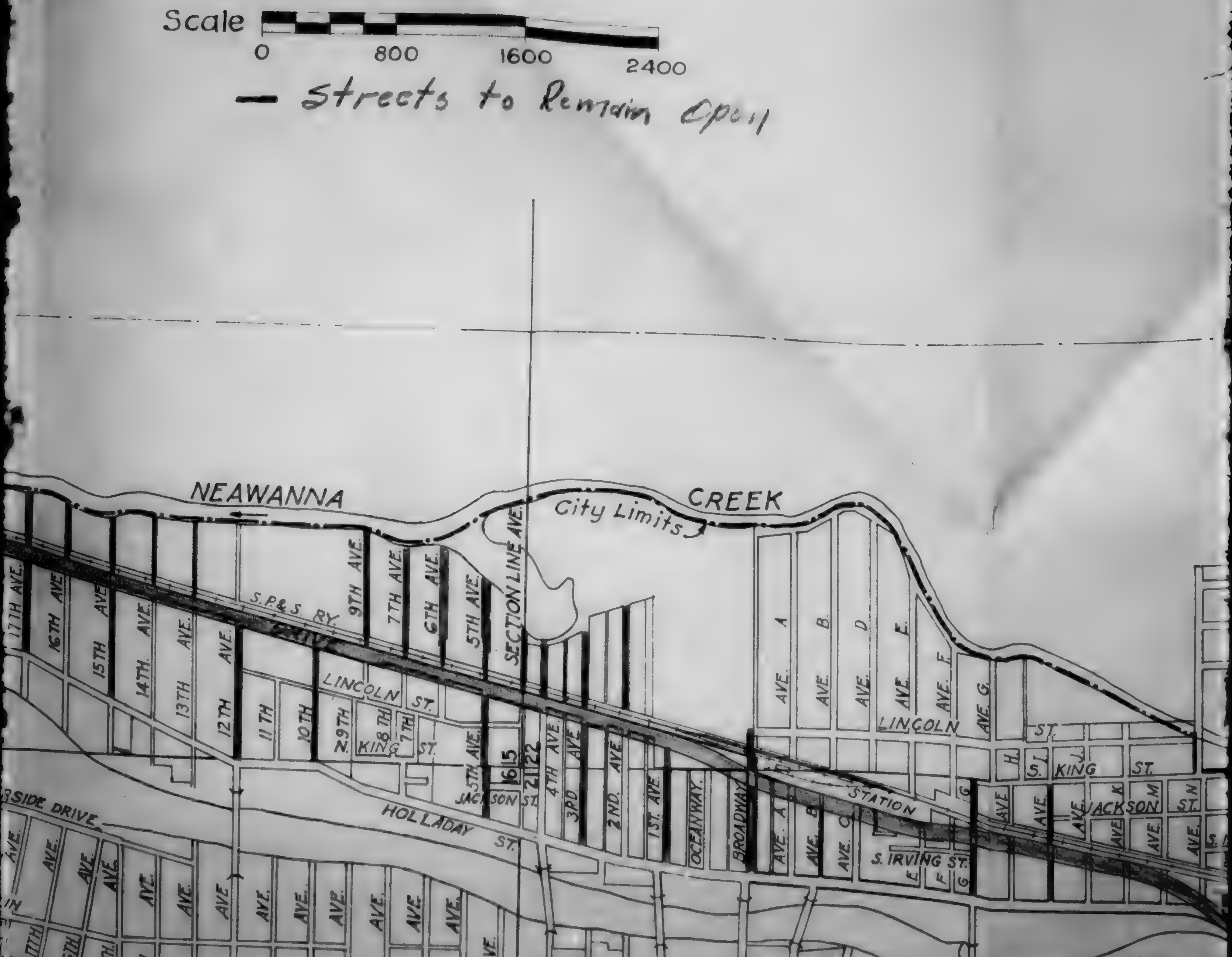
W. C. Williams
State Highway Engineer

Attachment
cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. F. B. Crandall

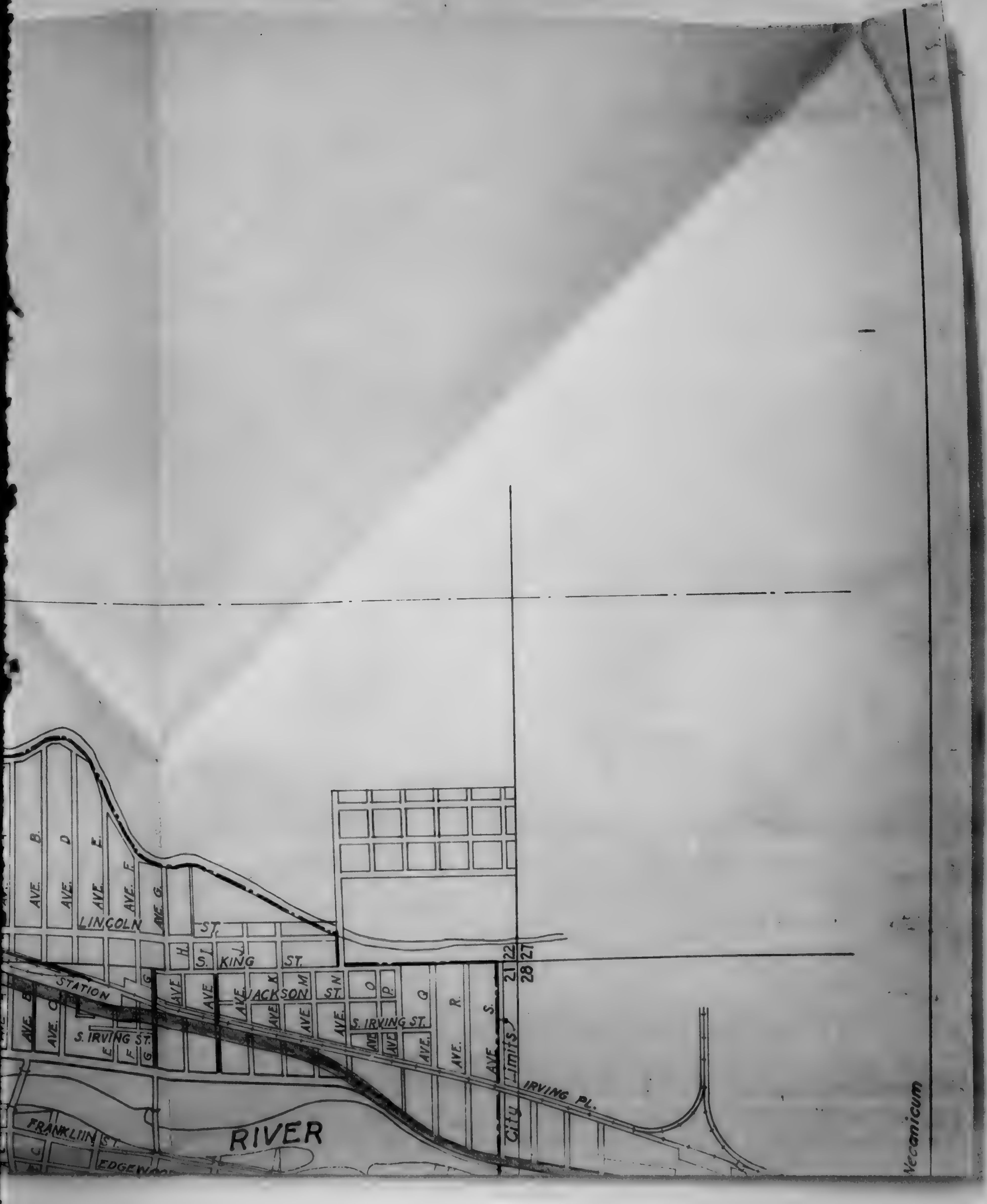
VPJ:kg hi


← To Gearhart
ORE. COAST HWY.
RIVER ST.
QUEEN ST.
PINE ST.
OREGON ST.
NEWANNA ST.
MASON ST.
26TH. ST.
25 TH. ST.
24TH
ST.
VENICE BLVD.
21ST. AVE.
20TH AVE.
19TH AVE.
17TH AVE.
16TH AVE.
15TH AVE.
NECANICUM
City Limits
9 10
16 15
RIVERSIDE DRIVE
22ND. AVE.
21ST. AVE.
20TH AVE.
N. 19TH AVE.
18TH AVE.
17TH AVE.
16TH AVE.
FRANKLIN
COLUMBIA ST.
THE PROMENADE

SEASIDE



— Streets to Remain Open


AVE. B
AVE. D
AVE. E
AVE. F
AVE. G
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STATION
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AVE.
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AVE. K
JACKSON
AVE. M
ST. N
AVE.
O
P
S. IRVING ST.
AVE.
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AVE. Q
AVE. R
AVE. S
S. IRVING ST.
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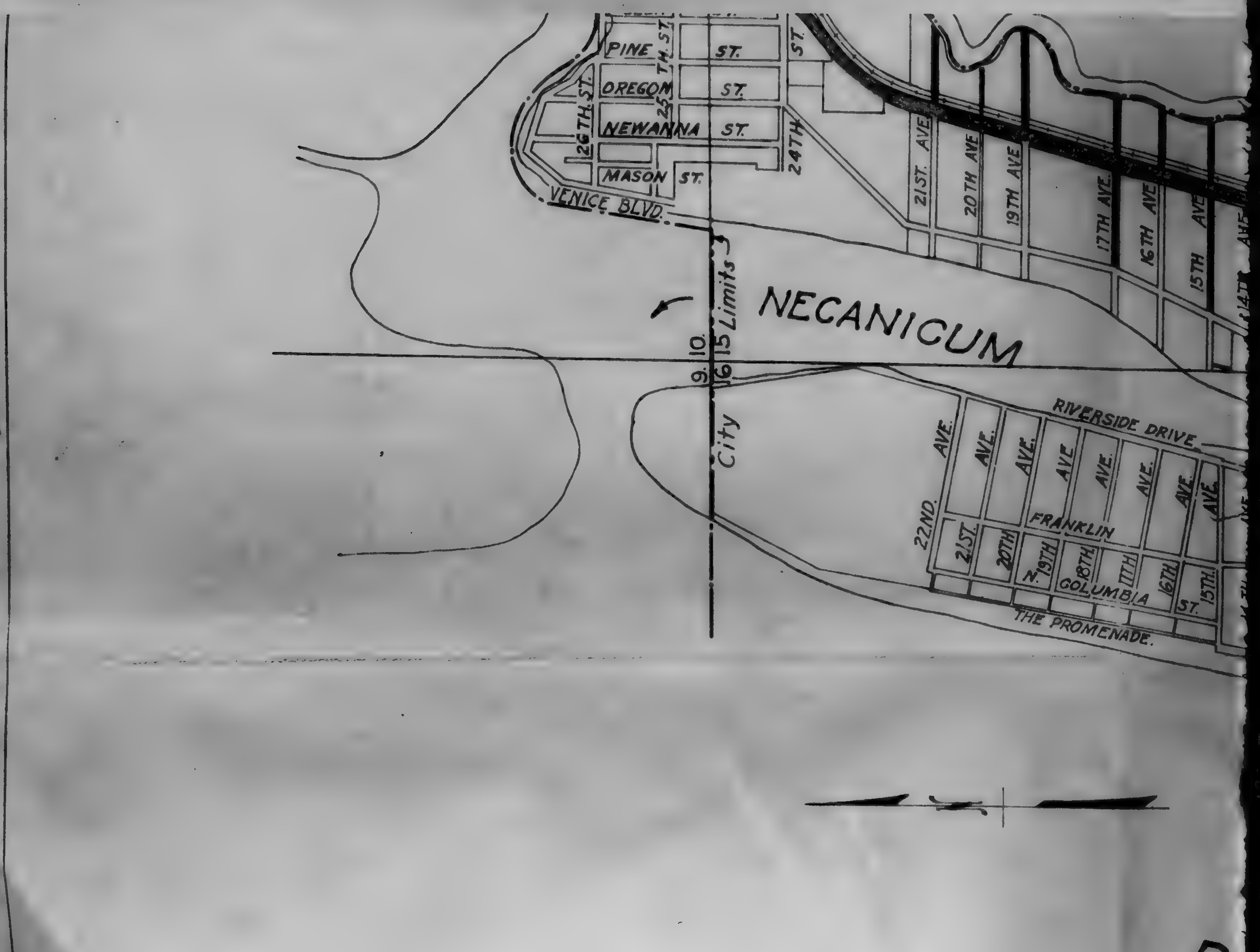
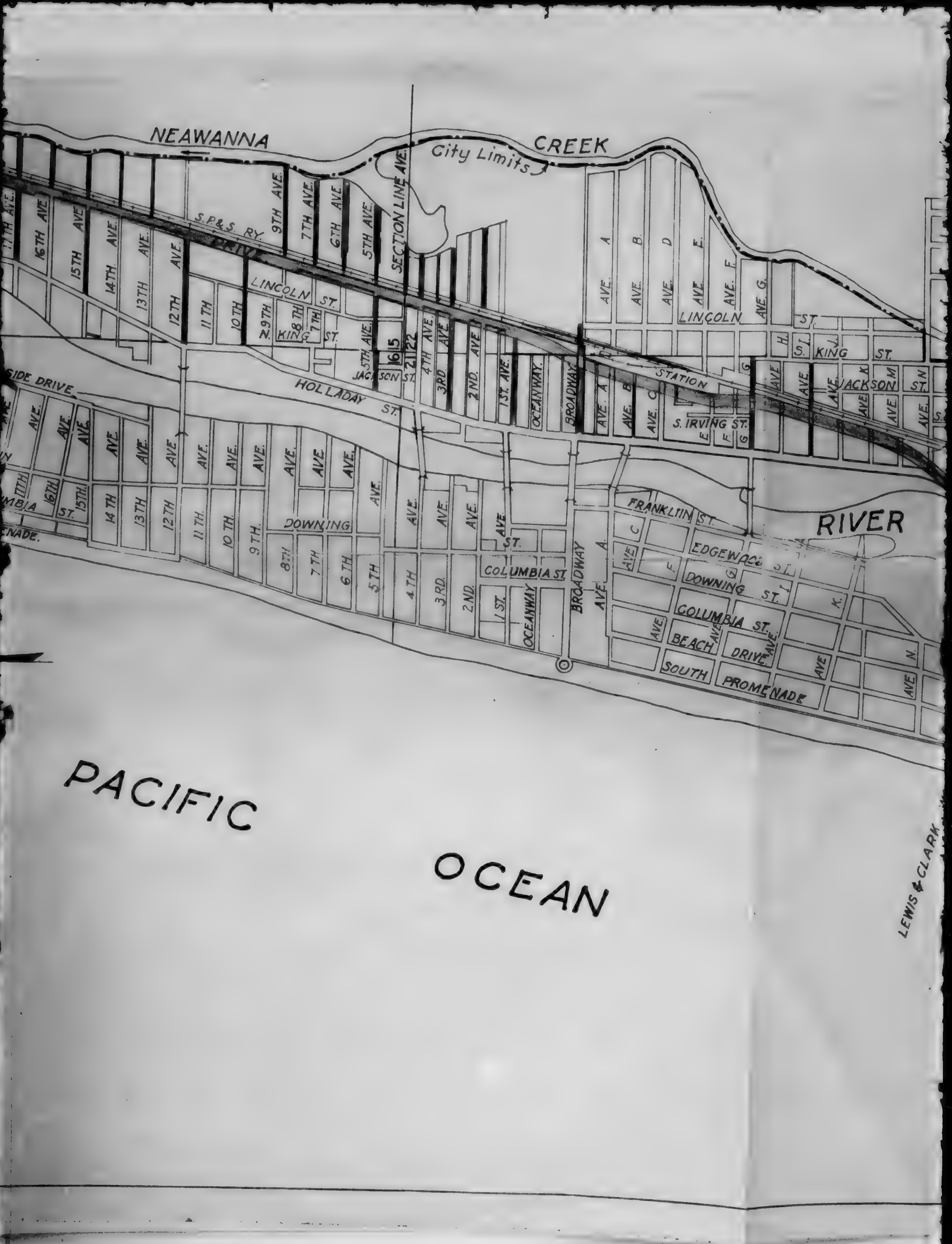
21
22
28
27
City Limits
IRVING PL.
RIVER
FRANKLIIN ST.
C
EDGEWOOD
Necanicum


PINE ST.
OREGOM ST.
NEWANNA ST.
MASON ST.
26TH ST.
25 TH. ST.
24TH ST.
VENICE BLVD.
21ST. AVE.
20TH AVE
19TH AVE
17TH AVE
16TH AVE
15TH AVE
14TH AVE
NECANICUM
City Limits
9. 10.
16 15
RIVERSIDE DRIVE
22ND. AVE.
21ST. AVE.
20TH AVE.
N. 19TH AVE.
18TH AVE.
17TH AVE.
16TH AVE.
15TH AVE.
FRANKLIN
COLUMBIA ST.
THE PROMENADE.
PA


NEAWANNA CREEK
City Limits
S.P.&S. RY.
DRIVE
SECTION LINE AVE.
17TH AVE.
16TH AVE.
15TH AVE.
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13TH AVE.
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LINCOLN ST.
N. KING ST.
11TH
10TH
29TH
8TH
7TH
5TH AVE.
16 15
21 22
4TH AVE.
3RD AVE.
2ND. AVE.
1ST. AVE.
OCEANWAY.
BROADWAY
JACKSON ST.
STATION
S. KING ST.
JACKSON ST.
AVE. H
AVE. J
AVE. K
AVE. M
ST. N
HOLLADAY ST.
SIDE DRIVE
S. IRVING ST.
E F G
AVE. A
AVE. B
AVE. C
AVE.
FRANKLIN ST.
RIVER
EDGEWATER ST.
DOWNING ST.
COLUMBIA ST.
BEACH DRIVE
SOUTH PROMENADE
AVE. N
AVE. K
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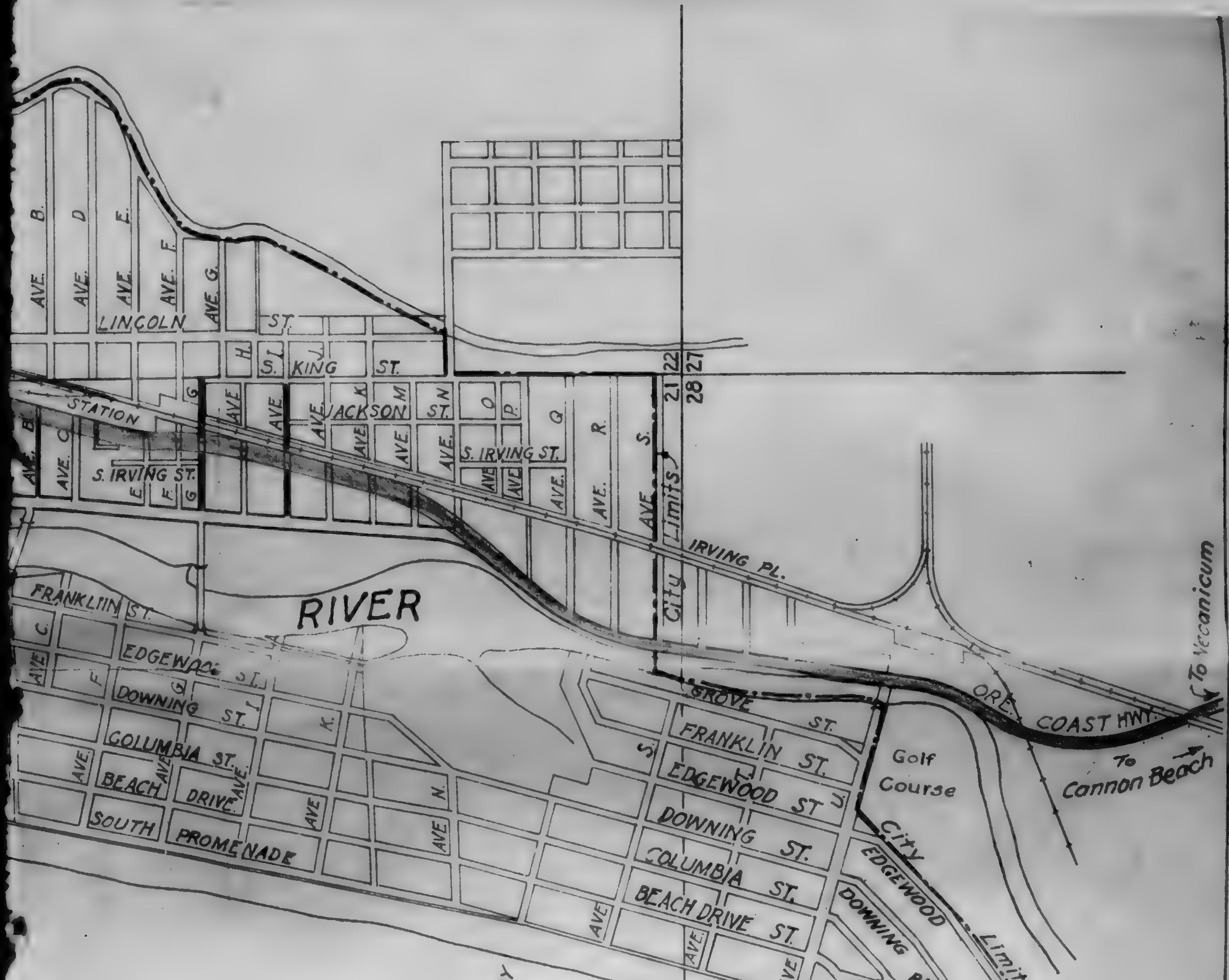
3RD.
2ND.
1 ST.
OCEANWAY
BROADWAY
AVE. A
AVE. C
AVE. F
AVE. G
PACIFIC OCEAN
LEWIS & CLARK



Rev. 8-26-49

1B-12-51

FORM E-133X

RECEIVED
MAY 15 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

LF-115(10)

5295

NOTED
W. C. WILLIAMS

May 13, 1958

Mr. Harry R. Swanson, Jr.
Executive Assistant
Office of the Governor
State Capitol Building
Salem, Oregon

Dear Mr. Swanson:

In compliance with your request, there is herewith attached a suggested reply to Mr. Bushnell's letter.

We are also returning the letter herewith.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IN
Enclosures
Suggested letter
Mr. Bushnell's letter
cc: W. C. Williams
Enclosures
Copy of Mr. Porter's letter
Copy of Mr. Bushnell's letter

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

ROUGH DRAFT

May 13, 1958

Mr. Harry J. Bushnell
860 Avenue "F"
Seaside, Oregon

Dear Mr. Bushnell:

This is to acknowledge receipt of your letter which was received on May 9, and which relates to the proposed highway improvement on Roosevelt Drive, in Seaside.

The Highway Commission is now in the process of preparing plans for this project, and has an appraiser in the field appraising those properties that will be required for right of way. Your home will be involved, and just as soon as the appraiser has completed his work, the Highway Department will be in a position to negotiate with you.

As is required by Law, before the Highway Commission started preparing detailed plans for this work, the City of Seaside was given an opportunity for a public hearing, should anyone desire it. We were later advised by the City of Seaside that no requests for a hearing had been received, and that a hearing would not have to be held. So that you may be informed of the Highway Department's latest plans, they have been asked to have a representative call on you and explain just how your property will be affected. If this has not already been done, you may expect a Highway Department Agent to contact you within the next few days.

Very truly yours,

ROBERT D. HOLMES
Governor

RLP:IH
cc: W. C. Williams

RECEIVED
MAY 13 1958
LEGAL DEPT.

Harry J Bushnell
860 Ave. F
Seaside, Oregon

Hon. Robt. D Holmes
Gov. State of Oregon,
Salem, Oregon.

RECEIVED
MAY 9 1958
EXECUTIVE DEPARTMENT

Dear Governor:-

Do you really care?

You being the boss man of our State, why dont we get some deffinate information in regards to the by pass of the highway at Seaside Oregon?

To date all we have to keep us informed is the local press. We as taxpayers, property owners as well as citizens + voters feel like we have the right to some consideration.

The latest report in the (Seaside Sigal) May 8-1958- I quote "Bids will be let the last of May or June is more likely".

Our home is situated on the N. W. Corner of Ave. F and the S.P.&A. right of way. As of the present time no one from the state has advised us as to what they will do with our property. It is not only us personally but others that own property in the latest surveyed route.

Should we go ahead with necessary repairs & improvements on our home or even plant a few flowers or mow the lawn? Should we continue to pay our taxes? Do we have to vacate without notice?

How would you like to be left out on a limb? Or do you care about us?

Yours truly
Harry J. & Theresa Bushard

RECEIVED
APR 30 1958
FOR FILING

UF-115(1-)

5295

Salem, Oregon
April 25, 1958

Mr. Clarence Swenson
County and City Relations Engineer
Department

Will you please contact the appropriate city officials of Seaside to see whether they will accept the existing route of the highway through Seaside as a City obligation for maintenance in lieu of the Highway Commission's constructing and maintaining the Roosevelt Avenue route.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
APR 28 1958
FOR FILING

10F-115 (10)

5295

Salem, Oregon
April 24, 1958

Cooperative Construction Agreement
Roosevelt Drive (Seaside) Section
Oregon Coast Highway
City of Seaside

Mr. Leonard I. Lindas
OFFICE

The State Highway Commission plans to call for bids on the subject named project at its June meeting in Salem. It is requested that an agreement be prepared covering the following points:

RECITALS: Standard paragraphs.

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one sheet of paper setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits, and which are required to be relocated to conform to the plans of said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the proposed project.

5. After the relocation of the Roosevelt Drive (Seaside) Section of the Oregon Coast Highway in the City of Seaside has been completed and opened to traffic, City shall assume jurisdiction over and responsibility for maintenance of that portion of the old route of the Oregon Coast Highway shown in red on the attached Exhibit "A" and described as follows:

> Beginning at the intersection of Holladay Street and Avenue N, thence northerly along Holladay Street to an intersection with 24th Street; thence easterly along 24th Street to an intersection with Roosevelt Drive.

6. City shall pass an ordinance or resolution, as the case may be, prohibiting parking on the east side of Roosevelt Drive within the limits of the project.

7. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of the exhibit will be furnished by County and City Relations Division when available.

G. S. Paxson
Assistant State Highway Engineer

JDG:CGS:mm
Att.

cc: Tom Edwards
C. G. Swenson

p

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APR 22 1958
FOR FILING
ROF 115(10)
5295

Salem, Oregon
April 22, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

For your convenience, the following right of way prefix is set-up in advance of federal authorization to begin ac requisition of rights of way:

Seaside Section (via Roosevelt Drive) of
the Oregon Coast Highway. Length 2.0 miles --
4-2501

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
APR 14 1958
FOR FILING
DF 115[illegible]
5295

April 11, 1958

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

I have your letter of April 2 concerning the encroachments on your right of way in Seaside.

Our Construction Division is turning over descriptions to our Right of Way Division and they will contact your Mr. Garrett in completing the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. T. E. Edwards
Mr. R. L. Porter

(Please refer to my letter of March 12 to Mr. Moy detailing the easements required. G.S.P.)

SPOKANE PORTLAND AND SEATTLE RY

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

1959 OREGON CENTENNIAL CELEBRATION

April 2, 1958

Mr. G. S. Paxson
Asst. State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

I have your letter of March 12, 1958, as well as a print of the plans on which various items mentioned in your letter are marked out in red.

We have reviewed the plans and from an engineering standpoint have no objection to the placement and extension of culverts, extension of ditches, and the construction of a new drainage ditch parallel to our track. Easements or permits covering the placement of these facilities on our right of way will have to be handled with our right of way department at the time your right of way section contacts us in regard to property needed in the vicinity of our depot.

I am giving Mr. Garrett, our Right of Way and Tax Agent, a copy of this letter as well as a copy of your letter of March 12th so that he may be informed of matters discussed with you.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

cc- Mr. W. P. Garrett

RECEIVED
APR 3 1958
OREGON
STATE HIGHWAY COMMISSION

S. P. & S. Ry. Golden Anniversary
1908 - 1958

RECEIVED
MAR 13 1958
FOR FILING

[illegible]

[illegible]

March 12, 1958

Mr. H. F. Moy
Chief Engineer
S. P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

The State proposes to improve the route of US101 through Seaside. This will, in general, follow the existing Roosevelt Avenue which is parallel with your tracks.

The project will require the installation of several culverts under your tracks or on your right of way and also an easement for the construction of a ditch between Highway Stations 541+40 and 555+70 and the purchase of property near your present depot. I am mailing, under separate cover, a print of the plans on which these various items are shown in red.

The drainage items are as follows:

120-300

Opposite Station 528. Installation of an 18-inch pipe under spur serving Standard Oil Company.

Station 533+50. Extension of drainage ditch from 18-inch pipe designed to replace inadequate culvert at Station 536+15.

Station 539+40. Installation of 12-inch pipe under road approach.

Station 541+40 to Station 555+70. Easement for drainage ditch. This ditch itself will be mainly on highway right of way but slopes will have to encroach on railroad property. The easement is requested in order that the State may construct the ditch and maintain same in future.

Station 564. Installation of an 18-inch storm sewer under the main tracks and across the right of way at 11th Avenue. ^

Station 579. Installation of an 18-inch storm sewer under the main tracks and across the right of way at Section Line Road.

It would hardly seem that easements are necessary on these drainage items other than to cover the ditch referred to above, as the culvert installations could be easily covered by a permit. Our Right of Way Section will contact you with regard to the purchase of property near your station.

I am submitting this to you so that you may be familiar with our plans and would appreciate advice as to whether they are satisfactory to your company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. M. Pearson
Assistant State Highway Engineer

GMP:gs

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1958

SUBJECT: Roosevelt Avenue
Seaside

To:
Mr. Tom Edwards
Construction Engineer
Department

I hand you herewith a print of maps of Roosevelt Avenue Project in Seaside pertaining to encroachment of several drainage facilities on S.P. & S. Railroad properties other than actual right of way required and listed as follows:

Opposite Station 528. Installation of an 18-inch pipe under spur serving Standard Oil Company.

Station 533+50. Extension of drainage ditch from 18-inch pipe designed to replace inadequate culvert at Station 536+15.

Station 539+40. Installation of 12-inch pipe under road approach.

Station 541+40 to Station 555+70. Easement for drainage ditch. This ditch itself will be mainly on highway right of way but slopes will have to encroach on Railroad property. The easement is requested in order that State may construct ditch and maintain same in future.

Station 564. Installation of an 18-inch storm sewer under the main tracks and across the right of way at 11th Avenue.

Station 579. Installation of an 18-inch storm sewer under the main tracks and across the right of way at Section Line Road.

Will you please arrange for permit with the S.P. & S. Railroad Company for these installations.

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
OCT 21 1957
FOR FILING

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[illegible]

October 18, 1957

Oregon State Highway Commission

Gentlemen:

As you know, we have had under consideration for a considerable period of time improvement of Roosevelt Drive in the city of Seaside. This project was originally planned as a four-lane facility, with a cost estimate, including right of way, of $652,000. The project would have to be built with primary funds and, as you know, it would almost be impossible to allocate this amount of money in the immediate future without seriously delaying other badly needed projects.

I believe that a solution to the problem which would be acceptable to the City can be worked out on the basis of constructing a two-lane highway, which would greatly reduce the cost of both construction and rights of way. I have had an estimate prepared which indicates that a two-lane facility can be constructed for $186,000 plus $54,000 for rights of way, which would make the total $240,000. I think it is quite apparent that Roosevelt Drive, even if built to a four-lane facility, would become obsolete in the foreseeable future and that ultimately a bypass to the east would be necessary.

The building of this two-lane facility would immediately relieve present conditions in Seaside in that for now and for several years to come the two-lane facility would handle the bypass traffic and would, of course, provide relief from all the heavy truck traffic. Probably it would be from ten to fifteen years before need would arise for an ultimate bypass which, when and if built, should be built on a freeway basis with control of access. You will note in the proposed one-year additional program that I have forwarded you today that there is an amount of $310,000 in reserve in primary funds of Division No. 2. These funds would be sufficient to more than cover the cost of constructing the two-lane Roosevelt Drive facility if you approved of such a plan.

I would recommend that you authorize me to discuss the matter with the City and see if it would not be acceptable to it. I believe this would be a happy solution to all concerned, and if it finally works out as acceptable, the project could be put on next year.

This matter will be on the agenda for your consideration at the October 31-November 1 meeting, and I will have a map to indicate to you our proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hd
cc Mr. Forrest Cooper

Portland, Oregon
April 4, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner (Arrived at 10:30 a.m.)
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
C. B. McCullough, Assistant Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * * * * * * *

Portland, Oregon
April 5, 1946

The Commission reconvened at 9:00 a.m. in the Auditorium of the Public Service Building, with all Commissioners, the State Highway Engineer, the Assistant State Highway Engineer, the Chief Counsel, and the Secretary present.

* * * * * * * * * *

A delegation from Seaside, consisting of W. B. Hollenbeck, Mayor; Jens Lerbach and George S. Gray, Councilmen, was present in the interests of rerouting the Oregon Coast Highway along Roosevelt Drive through this town, particularly from the Neawanna Creek bridge to a point just south of Seaside, a distance of about one and one-half miles. Also present were G. M. White, St. Helens, representing St. Helens Pulp and Paper Company, and George W. Russell, Milwaukie, Oregon, owner of the Drive-In Grocery in Seaside. They advised that there are possibilities that the S. P. & S. Railroad Company will abandon its service to Seaside, and in that event, the railroad right of way may be obtained for highway purposes. They declared that they have waited a long time for this improvement, which they think is now justified, and urged that the matter be given the Commission's immediate attention.

The Engineer advised that a location survey of the proposed route was made several years ago and some of the right of way acquired, but negotiations were discontinued when war was declared. The plan as outlined, he said, would make a fine set up for the City of Seaside, inasmuch as it will route traffic away from the congested district. Following discussion, Chairman Banfield advised that this is an entirely new matter to the present Highway Commission, which would like to study it before making an answer. He asked the delegation to present its request in writing, giving details, and advised that the matter will then be referred to the Engineer and the Chief Counsel for analysis and report to the Commission. The delegation agreed to comply with the request.

Portland, Oregon
May 15, 1946

The State Highway Commission met in regular session at 9:00 a.m. in the Auditorium of the Public Service Building. Present were:

T. H. Banfield, Chairman
A. W. Schaupp, Commissioner
M. R. Chessman, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

* * * * * *

Page 13049

The Engineer also reported on the cost to construct the proposed revision of the Oregon Coast Highway through the Town of Seaside following the railroad and Roosevelt Drive. He estimated the cost to provide a standard improvement at approximately $250,000 and pointed out that the project is not in an approved program and no monies are available to finance the work. In the discussion of this matter Chairman Banfield pointed out that the proposition as presented by the citizens of Seaside is very informal and that nothing can be done until the railroad company acts on the abandonment of its facilities at this place. It was his thought, inview thereof, that the Commission should not encourage the people of this town too much and lead them on to think that the project would be undertaken soon. Commissioners Schaupp and Chessman concurred therein, whereupon the Engineer was instructed to convey such information to the proponents of the project.

* * * * * * * *

FORM E30—80M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

We attach hereto plan and estimate of cost of a 2-lane facility without curbs or gutters on the Roosevelt Avenue route in Seaside. We have added the standard 40% reconnaissance figure to the estimate for engineering and contingencies due to the fact that semi-urban projects of this type always cost a great deal more than anticipated.

The cost, including right of way, is $240,000.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
OCT 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1957

SUBJECT: Cost Estimate
Roosevelt Avenue, Seaside

To: Mr. Tom Edwards
Construction Engineer
Office

We are transmitting herewith a reconnaissance estimate, typical section and right of way map for the Roosevelt Avenue Section in Seaside.

J. D. Walker
Division Engineer

By R P Hamilton
R. P. Hamilton
Division Office Engineer

AM

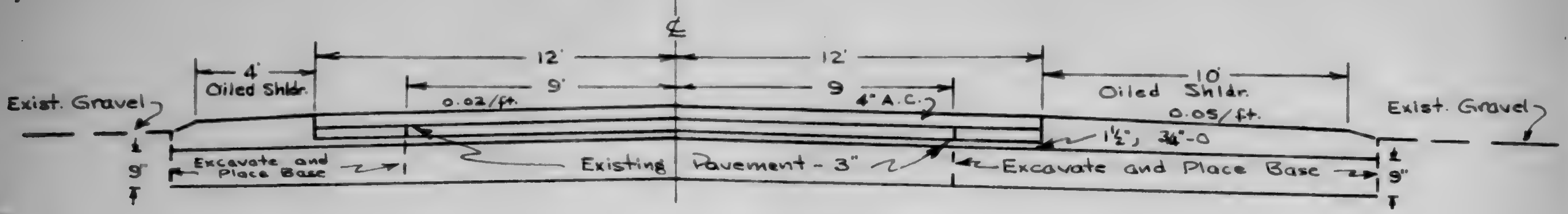
CONSTRUCTION DIVISION
RECEIVED
OCT 16 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE GOE

SEASIDE-ROOSEVELT AVENUE

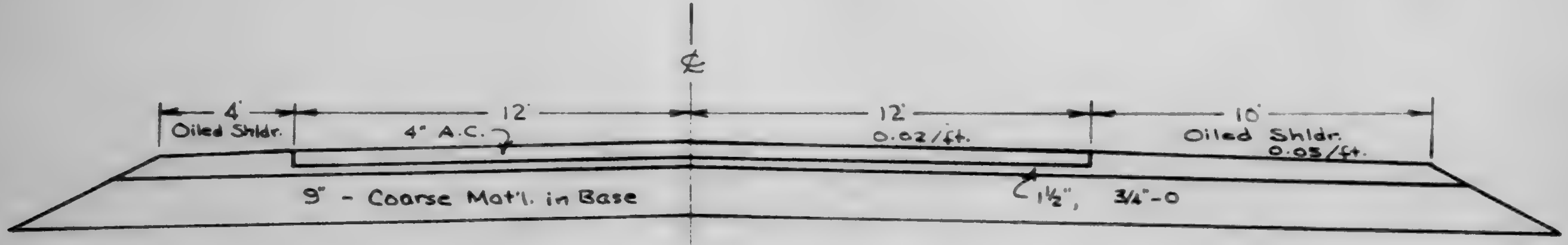
ESTIMATE--TWO LANES

Item	Unit	+10% Quantity	Unit Price	Amount
Clearing and Grubbing	All		$	$ 1,500.00
Drainage Excavation	Cu. Yds.	1,000	3.00	3,000.00
General Excavation	" "	6,000	.60	3,600.00
Borrow	" "	5,000	.40	2,000.00
Short Overhaul	Yd. Sta.	25,000	.02	500.00
Long Overhaul	C-Yd. Sta.	1,000	.50	500.00
Truck Haul - Borrow	Yd. Mile	2,500	.20	500.00
Finish Roadbed	Mile	1.94	500.00	1,000.00
12-inch Concrete Pipe	Lin. Ft.	800	2.50	2,000.00
18-inch Concrete Pipe	" "	400	4.50	1,800.00
Adjust Manholes	Each	7	75.00	600.00
Base Coarse	Cu. Yds.	15,000	2.40	36,000.00
3/4" - 0 in Base and Shoulders	" "	4,000	2.65	10,600.00
Sprinkling	M-Gal.	600	3.00	1,800.00
RC-3 in Binder	Tons	30	47.50	1,400.00
3/4" - 0 Aggregate in Binder	Cu. Yds.	200	4.75	1,000.00
Class "B" Asphaltic Concrete	Tons	7,500	7.75	58,000.00
Traffic Markers	Lin. Ft.	400	1.00	400.00
120-150 Asphalt Shoulder Oil	Tons	60	50.00	3,000.00
Emulsion in 0-11 Oil Mat	Tons	20	55.00	1,100.00
Aggregate in 0-11 Oil Mat	Cu. Yds.	900	5.00	4,500.00
				$134,800.00
	Engineering and Contingencies			51,200.00
				$186,000.00
	Right of Way			54,000.00
				$240,000.00

SEASIDE - ROOSEVELT AVENUE
OREGON COAST HIGHWAY



STA. 524 to STA. 588



STA. 588 to STA. 626

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OCT 3 1957
FOR FILING
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5295

Salem, Oregon
October 2, 1957

Cost estimate - Roosevelt
Avenue, Seaside

Mr. Tom Edwards
Construction Engineer
Department

Please have Mr. Walker prepare cost of a two-lane, 24-foot roadway on the Roosevelt Avenue section in Seaside. Actually, Mr. Walker is engaged in making the estimate at this time, this letter being merely for the record.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. J. D. Walker

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
~~H. B. GLAISYER, SECRETARY~~
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF ROBERT B. CHESSMAN
% ASTORIAN BUDGET
ASTORIA, OREGON

RECEIVED
OCT 2 1957
FOR FILING

LF-115 (10)

5295

NOTED
W. C. WILLIAMS

September 30, 1957

W.C. Williams
State Highway Engineer
State Highway Dept.
Salem, Ore.

Dear Dutch;

I ahve met with officials of the city of Seaside and Warrenton and in each case I have been advised that the attitude of the Seaside Publisher does not spell out the opinion of the people in those areas. In each case people were concerned for fear that the "Signal" was speaking for the area. This is not so.

Since this is my own back yard, I am reluctant to harp on the subject. I merely wish to point out that we are sailing free in spite of the fact that I have a daily newspaper at my command which I have held in abbayance.

I am a Highway Commissioner; not a newspaper Publisher in this instance.

Sincerely yours,

Bob

R.B. Chessman

RBC:eh

RECEIVED
OCT 1 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1957

LF-15 (1)
5295

F

STATE HIGHWAY COMMISSION MEETING

Delegation Seaside City Council re constructionof proposed Hwy 101 By-pass on Roosevelt Drive in Seaside (Agenda 4c)

Date September 13, 1957

Time 10:30 a.m.

Name	City or Town	Capacity
Avery Combs (spokesman)	Seaside	City Atty.
Lester Raw	"	Mayor
Art Ensor	"	Councilman
Fred Like	"	Motel Owner
Frank Morse	"	City Engr.
Alex Smith	"	Planning Commission
Robert Furrer	"	" Technician
Wm Hollenbeck	"	Ex mayor
Henry Dessler	"	C of C

NOTED
H. B. GLAISYER

August 19, 1957

Mr. Avery A. Combs
City Attorney
Seaside, Oregon

Dear Mr. Combs:

Just received is your letter of August 16, 1957 in which you request in behalf of the Seaside City Council an appointment with the State Highway Commission at its September meeting to discuss construction of the proposed highway 101 bypass on Roosevelt Drive in Seaside.

The Highway Commission will be pleased to grant the City Council a hearing on this subject. The Commission's September meeting is scheduled to be held in Portland on Thursday and Friday, September 12 and 13, 1957. Delegations will be heard on the second day, Friday September 13th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 10:30 a. m., which I trust is satisfactory. The Highway Commission holds its meetings in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

agenda 9/13/57

CITY of SEASIDE

SEASIDE, OREGON

OREGON'S
FAMOUS
ALL-YEAR
RESORT

LESTER U. RAW - - - - - - Mayor
ROBERT T. URIE - - Auditor, Treasurer
AVERY A. COMBS - - - - City Attorney
FRANK S. MORSE - Director of Public Works
H. H. OHLMANN, JR. - Municipal Judge
S. B. SMITH - - - - - Captain of Police
H. A. KEMMERER - - Street Supervisor
CLARENCE OWEN - - Water Supt. and Fire Chief

COUNCILMEN
WILLIAM C. METCALF
ERVIN L. SMITH
HUGH M. McKENNA
ARTHUR W. ENSOR
VERNON Y. DAVIS
JOHN G. MILLS

August 16, 1957

AGENDA
SEP 13 1957
D

Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

The City Council has instructed me to request an appointment for a group to appear before the State Highway Commission at its' September meeting in Portland in connection with the construction of the Highway 101 bypass on Roosevelt Drive in Seaside, Oregon.

I would appreciate it if you would advise me as to the date and time when this group may appear.

Very truly yours,

Avery A. Combs
City Attorney

AAC:et

RECEIVED
AUG 19 1957
OREGON
STATE HIGHWAY COMMISSION

10:30 AM
Sept. 13, 1957

ANSWERED
H. B. GLAISYER

D

Portland, Oregon
September 27, 1956

Unbound Minutes
Page 35

The Commission gave attention to a letter from the Seaside Chamber of Commerce endorsing a resolution adopted by the City Council of Seaside urging relocation of the Oregon Coast Highway along Roosevelt Drive. The Engineer commented briefly that the project is not included in the next two-year program, but he believed it possible to undertake the project in the following three-year program. The Commission deferred action pending the appearance of a delegation.

(When the delegation appeared the Commission informed them that if funds to finance the project can possibly be found the work will be undertaken in the third year of the program that is now being started.)

****

Unbound Minutes
Page 63

Malcolm MacEwan, Manager, Seaside Chamber of Commerce; Max Schafer, Publisher, "Seaside Signal", Charles Cartwright, Owner of the Seaside Golf Course; and William Metcalf, State Vice President of the Oregon Motor Court Association, all of Seaside, came before the Commission concerning reconstruction of the Oregon Coast Highway along Roosevelt Drive through Seaside. Mr. MacEwan introduced the members of the group. Mr. Schafer called attention to the traffic congestion in the city and alleged that this congestion is driving people out of the business area. The City, he continued, employs a planning consultant and is trying to help itself, but it needs assistance from the State Highway Department in solving their problem. Mr. Metcalf stated that it is generally conceded that were the highway routed along Roosevelt Drive the traffic pattern within the city would be changed to the City's advantage. He urged construction of the Roosevelt Drive project to relieve severe peak traffic congestion and to enable the City to proceed with its planning. Mr. Cartwright commented that the construction requested would be of great value to the traveling public as well as to the City of Seaside. Commissioner Reynolds stated that everyone is aware of the need of this by-pass. Chairman Chandler stated that this improvement has been in the minds of the Commission for the past several years, and he gave as his feeling that something will have to be done about it and improvement of this highway south of Astoria. He mentioned that the Commission is endeavoring to find funds to finance the job, and if none can be found the improvement through Seaside may have to be deferred for about three years, although the Commission is hopeful that it can be accomplished sooner. He pointed out that all available money for the first two years has been allocated to definite projects. Following further discussion the Commission authorized the Right of Way Engineer to resume negotiations to acquire right of way that is needed for this project.

****

Portland, Oregon
February 28, 1957

Unbound Minutes
Page 29

****

Commissioner Reynolds inquired concerning construction of Roosevelt Drive By-pass Route in Seaside, particularly as to whether or not construction of the city's new High School will interfere with the by-pass construction. The Engineer stated that as far as he knows, the school will not interfere with the by-pass but he will investigate the matter to determine definitely if that is the case.

****

Portland, Oregon
March 28, 1957

Unbound Minutes
Page 25

****

The possibility of a new high school to be built in Seaside interfering with the proposed Roosevelt Drive By-pass in Seaside was discussed. The Engineer stated that the matter has been investigated and it was found that there will be no conflict except that the school will probably want an access to Roosevelt Drive on the easterly side of the school. He said that such entrance will be of a minor type and that the main entrance will remain on Holliday Street. He pointed out that it is not planned to control access on Roosevelt Drive within the City, so there is no reason to deny an access from the new school to and from Roosevelt Drive. The Commission accepted his report.

****

SEASIDE CITY PLANNING COMMISSION

SEASIDE, OREGON

LESTER RAW
Mayor
CECIL C. WRIGHT
City Attorney
R. R. SHAWCROSS
City Engineer

Gordon Shaw
E. B. Hanna
Duncan Shields
A. G. Hansen
Elmer G. Owen
Victor A. Maling
Caryl Croisant

The City of Seaside, in conjunction with a technical staff from The Bureau of Municipal Research and Service, University of Oregon, is presently engaged in an urban planning and re-development study of the city through the federally sponsored Housing Act of 1954 and the H.H.F.A.

A project is presently in effect to assemble basic planning data that will portray the inter-relationships and dependency upon one another, of the various factors involved withproblems existing within the city. Following, are the basic items of the program:

a. Review and bring up-to-date, existing city maps.

b. Assemble land use data.

c. Survey of population and economic base of Seaside and surrounding community.

d. Utility service survey.

e. Review of city regulatory measures.

One of the problems, undoubtedly the most critical, is the present traffic circulation system within the city. This has been given top priority in the planning program as to provide recommendations as soon as possible for relief of this situation. A study of traffic, parking congestion, accidents, and the existing street pattern is presently under way in preparation of an arterial street plan for the city.

As will be brought out in the following Arterial Street Plan For Seaside, this plan will not suffice by itself, but is related to not only the city traffic pattern, but also inter-regional traffic patterns. It is therefore extremely important to solve and satisfy, not only the local traffic circulation, but relate and integrate it with the regional traffic pattern on a basis that is compatible to both, while allowing both to function as initially intended.

FILED WITH STATE
HIGHWAY COMM.

Date Sept 13, 1957

By Seaside Delegation

THE ARTERIAL STREET PLAN FOR SEASIDE

Every community performs a function within the economic structure of its region, the state and the nation. The type of community it is and can hope to be is dependent upon how well it serves this major function. The physical planwhich is established for streets, land use, or public use must reflect the demands put upon the facilities of the community in serving the intended purpose.

Seaside has long served a major function within the region as a recreational and resort facility. An assumption must be made that this function will continue to be offered and the provision of community facilities and services should be orientated toward this goal. The natural assets available in the area, if maintained and enhanced, continues to be fully utilized in performing this function. However, the sociological and economic factors at work within the society have an important part to play in the scheme. What are some of these factors that exist within our society?

1. A CHANGING WAY OF LIFE. This is about the only way to express the tremendous change that has occurred in the living habits of the American people. It may be directly attributed to a rapid increase in the incomes of the average family. Within the last decade the number of families with incomes below $3,000.00 has steadily decreased, the number with incomes between $3,000.00 and $5,000.00 has remained about the same, the number with incomes over $5,000.00 has increased and is nearly double that of 1941. This has meant a tremendous change in the living habits of American families. They have become more informal, tending toward pedal pushers, station wagons, barbecues, camping....and they have more leisure time. Families are larger and are spending more time together on traveling, camping trips, fishing, and on beaches. At the same time a greater discrimination is being made as to how they spend their time. These families are looking for facilities that are conducive to their needs and are satisfying their demands for pleasant enjoyable recreation. If a community is to be attractive to these people it must offer what they desire instead of trying to make people like it the way it is.

2. AN INCREASING USE OF PRIVATE TRANSPORTATION. The number of vehicles in use may well double within the next decade. This means more cars on the highways, in the community and on the streets. This means more cars to park....somewhere. In order to solve this increasing problem and also to enable Seaside to fulfill its function as a recreation area and also as a living area, a reevaluation of the place of the automobile must be made. The automobile must be recognized as mecessary and desireable in the community rather than an unwelcome intruder. It should be provided for, but not allowed to overwhelm the basic precept that cities are for people.

The street system of a community is perhaps one of its most important assets. Not only does it provide vehicular circulation, but it is the means of providing services such as sewer, water, and power to the residents of the community. However, in the forseeable future, if the number of vehicles doubles in the next decade, the function of streets as a traffic carrying system becomes increasingly important. For this reason it is extremely important to re-evaluate the function of the street system of the community; to establish valid objectives with which to analyse the present and develope a workable plan for the future street system of Seaside.

What are the functions of a circulation system?

1. Adequate access to all developable property.

Every homesite, business establishment and industrial enterprise should have access to a public street. Only by this means can this property be assured of being provided adequate community services and fire and police protection. Many day to day services, including deliveries and collections, protective service, and maintenance and repair, require public access to individual property.

2. ADEQUATE ACCESS FROM ONE PART OF THE COMMUNITY TO OTHERS CONSISTENT WITH THE REQUIREMENTS OF EACH AREA.

Not every street needs to be a major traffic carrier, but each street should be adequate to carry the volume and type of traffic it generates. Thus, minor residential streets may be narrow enough to dicourage through traffic; collector streets should be sufficent to carry traffic from residential areas to arterials; arterial streets should be capable of carrying large volumes of traffic from point of origin to point of destination. The primary function of a vehicular traveled street should be that of moving traffic from point to point and not as a parking lot for adjacent property.

3. PUBLIC ACCESS CONSISTENT WITH THE DEMANDS OF EACH AREA.

With the emphasis on the movement of vehicular traffic it may be overlooked that the use of a public way for purely pedestrian use may fulfill its function adequately and completely. This is especially true where large volumes of people may congregate for social or cultural reasons. The economic use of any area, with the exception of drive-in establishments such as movies and restaurants, is dependent upon the auto traveler becoming a pedestrian. Terminal points for vehicular traffic should be provided where this transition and separation can be made. "There are only two kinds of pedestrians; the quick and the dead."

4. ADEQUATE ACCESS TO MAJOR REGIONAL ROADS.

Traffic movement originating within the community and destined for a distant point and traffic coming to the community from outside points should be provided easy access. The local street system should provide this connection to regional roads without creating traffic congestion within the community.

5. SEPARATION OF LOCAL AND THROUGH TRAFFIC.

Not all traffic originates or has its destination within the community. The conflict of this regional through traffic with local traffic compounds the problem. Through traffic should be provided a means of by passing the local congested areas while still being offered the opportunity and invitation to stop, patronize, and enjoy local facilities.

With these factors and functions in mind, the following objectives are suggested for a plan for arterial streets for Seaside.

1. To provide improved arterial access to the northwest area of the city which is adequate to serve the potential needs of the area.

No major access to this area exists. The present Downing and Franklin street access is insuffcient to serve the needs of the area. An improved route into this area is necessary for not only the convenience of the residents but also thesafety of the community in allowing access of protective services such as fire, police, and ambulance.

2. To relate the internal traffic pattern of the city to existing and proposed regional roads.

The proposed by-pass route along Roosevelt Drive will have a pronounced effect upon the traffic pattern in the city. This proposed route will serve as a visual introduction of Seaside to potential visitors. Every effort should be made to have this a visually pleasant as well as efficent highway route.

3. To provide access to the beach area, and stillprotect the beach and surrounding living areas from the intrusion of vehicular traffic, and the conflict of vehicular and pedestrian traffic.

The major natural and economic asset of Seaside is its beach area. If its full utilization is to be realized, people must have access to it, not only the Sunday tourist, but also the week long and seasonal visitor. To maintain the close relationship of the beach to the adjacent residential and resort areas, terminal points for vehicles may be required where visitors may leave their cars and walk to the beach. The separation of vehicular and pedestrian traffic at a point near, but removed from the beach front appears necessary.

4. To maintain unobstructed pedestrian movement from the beach area to the primary recreation facilities of the city.

The development of Braadway west of Columbia Street is primarily of a recreational nature. Continued acess to this area from the beach with no additional conflictwith vehicular traffic is necessary to assure its continued use as a recreational area. It is apparent that the existing volume of vehicular traffic prevents this area from being fully utilized at the present time. This narrow street, heavily traveled and with parking on both sides is a tremendous barrier to the use of the street as a recreational area. This leads to a related objective.

5. To separate pedestrian and vehicular traffic in the primary recreational facilities of the city on a permanent or temporary basis.

Herein may well lie the opportunity for the development of an entirely new concept of recreational facilities as well as providing a sound solution to the traffic problem. Such a plan requires the provision of periphery streets to the central area of the city, terminal parking facilities on the periphery streets, and pedestrian access from such facilities to the central area.

6. To classify existing and proposed streets according to the type of usage they will recieve and to establish building set backs, right of way and paving widths adequate to perform their intended task.

Such a classification, once adopted as a policy of the community, becomes a quide for action for the legislative and administrative branches of the municipal government when considering public and private proposals for street improvements.

It must be emphasized that the street plan which is to be developed for the community is not unrelated to the other factors of community development. Plans for circulation, land use, park and recreation facilities, public facilities, shopping living and working areas, are all interrelated and depend upon each other for their validity and justification. To achieve the objectives and goals of a pleasant, attractive, and economically sound community, it is necessary for such plans to attack the source of the problems, not just the symptons. By this means only, may solutions be acquired which are defendable, attractive, and permanent.

4c

Salem, Oregon
September 5, 1957

Cost estimates - Roosevelt
Avenue, Seaside

Mr. W. C. Williams
State Highway Engineer
Office

You asked me to give you the up-to-date cost of the Roosevelt Avenue project in Seaside. Mr. Barbee reports, this date, as follows:

Construction cost	$447,000
Right of Way cost	205,000
Total	$652,000

The above does not include a new bridge across Neawanna Creek. The costs of improvement north to Mill Creek, including a bridge on Neawanna Creek, are as follows:

Construction	$ 26,000
Structure	150,000
Right of Way	15,000
Total	$191,000

Forrest Cooper
Deputy State Highway Engineer

FC:me

Roosevelt Second
Barbee 9/4/57

Const	447,000
R/W	205,000
Total	$652,000

Does not include
New Bridge across
Neawanna Creek –

Improvement north
to Mill Creek Incl.
Bridge on Neawanna Cr.

Const.	26.000
Structure	150.000
R/W	15.000
	191,000

FORM E-123X '50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS

August 28, 1957

Mr. Curt Sagner, Chairman
Seaside Planning Commission
840 Avenue B
Seaside, Oregon

REFERRED TO
Cooper
By State Highway Engineer

check estimate and
have available at
next Comm Meeting

Dear Mr. Sagner:

This is to acknowledge receipt of your letter of August 24, 1957, directed to the State Highway Commission, in which you urge early construction of the proposed four lane by-pass route for U. S. 101 along Roosevelt Avenue in your city.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams ✓

Eber will
send est —

RECEIVED
AUG 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

SEASIDE CITY PLANNING COMMISSION
SEASIDE, OREGON

LESTER RAW
Mayor
CECIL C. WRIGHT
City Attorney
R. R. SHAWCROSS
City Engineer

Gordon Shaw
E. B. Hanna
Duncan Shields
A. G. Hansen
Elmer G. Owen
Victor A. Maling
Caryl Croisant

August 24, 1957

State Highway Commission
Salem, Oregon

Gentlemen:

The City Planning Commission of Seaside in its concern over the ever-increasing traffic problem, wishes to present the urgency with which this city should be included in the coming State Highway Building Program for the construction of the proposed Roosevelt By-pass. The normal traffic volume, as shown by this year's traffic count, far exceeds the capacity of the two lanes now existing on Holladay. This inadequacy, many times increased during the summer tourist period when traffic is at its peak, has caused great anxiety to this community.

As you know, our planning study is well under way, and our city arterial system hinges on the building of the by-pass. We are now in a position to coordinate on this project and would appreciate your reply as to what to expect in the way of programming.

A new four lane by-pass route is needed in this city and we urgently request your immediate consideration. We wish to cooperate in any way possible to see that the proposed Roosevelt By-pass receive your earliest recognition and programming as it is vitally needed for the convenience, safety, and success of this community. Thank you.

Yours very truly,

Curt Sagner
Curt Sagner, Chairman
Seaside Planning Commission

Reply to:
Mr. Curt Sagner
840 Avenue B
Seaside, Oregon

RECEIVED
AUG 28 1957
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 26 1957
FOR FILING

DF-115(10)

5295

AGENDA
SEP 12 1957
4-C

August 28, 1957

Mr. Curt Sagner, Chairman
Seaside Planning Commission
840 Avenue B
Seaside, Oregon

Dear Mr. Sagner:

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I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

NOTED
H. B. GLAISYER

[illegible]

S+C

SEASIDE CITY PLANNING COMMISSION
SEASIDE, OREGON

LESTER RAW
Mayor
CECIL C. WRIGHT
City Attorney
R. R. SHAWCROSS
City Engineer

Gordon Shaw
E. B. Hanna
Duncan Shields
A. G. Hansen
Elmer G. Owen
Victor A. Maling
Caryl Croisant

August 24, 1957

State Highway Commission
Salem, Oregon

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A new four lane by-pass route is needed in this city and we urgently request your immediate consideration. We wish to cooperate in any way possible to see that the proposed Roosevelt By-pass receive your earliest recognition and programming as it is vitally needed for the convenience, safety, and success of this community. Thank you.

Yours very truly,

Curt Sagner
Curt Sagner, Chairman
Seaside Planning Commission

Reply to:
Mr. Curt Sagner
840 Avenue B
Seaside, Oregon

RECEIVED
AUG [illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORM E-1255 30M 5-55

RECEIVED
AUG 21 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

21-112 (10)
5215

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

August 19, 1957

Mr. Avery A. Combs
City Attorney
Seaside, Oregon

Dear Mr. Combs:

Just received is your letter of August 16, 1957 in which you request in behalf of the Seaside City Council an appointment with the State Highway Commission at its September meeting to discuss construction of the proposed highway 101 bypass on Roosevelt Drive in Seaside.

The Highway Commission will be pleased to grant the City Council a hearing on this subject. The Commission's September meeting is scheduled to be held in Portland on Thursday and Friday, September 12 and 13, 1957. Delegations will be heard on the second day, Friday September 13th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 10:30 a.m., which I trust is satisfactory. The Highway Commission holds its meetings in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams ✓

RECEIVED
AUG 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Agenda 9/13/57

CITY of SEASIDE

SEASIDE, OREGON

OREGON'S
FAMOUS
ALL-YEAR
RESORT

LESTER U. RAW - - - - - - Mayor
ROBERT T. URIE - - Auditor, Treasurer
AVERY A. COMBS - - - - City Attorney
FRANK S. MORSE - Director of Public Works
H. H. OHLMANN, JR. - Municipal Judge
S. B. SMITH - - - - - Captain of Police
H. A. KEMMERER - - Street Supervisor
CLARENCE OWEN - - Water Supt. and Fire Chief

COUNCILMEN

WILLIAM C. METCALF
ERVIN L. SMITH
HUGH M. McKENNA
ARTHUR W. ENSOR
VERNON Y. DAVIS
JOHN G. MILLS

August 16, 1957

Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

The City Council has instructed me to request an appointment for a group to appear before the State Highway Commission at its' September meeting in Portland in connection with the construction of the Highway 101 bypass on Roosevelt Drive in Seaside, Oregon.

I would appreciate it if you would advise me as to the date and time when this group may appear.

Very truly yours,

Avery A. Combs
City Attorney

AAC:et

RECEIVED
AUG 19 1957
OREGON
STATE HIGHWAY COMMISSION

10:30 AM
Sept. 13, 1957

ANSWERED
H. B. GLAISYER

D

RECEIVED
MAR 25 1957
FOR FILING

AF-115(H)

5215

March 22, 1957

Oregon State Highway Commission

Gentlemen:

On the March 1, 1957 Unfinished Business Agenda, Item 3 pertains to whether or not a new high school to be built at Seaside would interfere with the proposed Roosevelt Drive by-pass.

I have had this matter investigated and find that it will in no way conflict except that the school will want an access to Roosevelt Drive on the easterly side of the proposed new school. This, however, will be a minor entrance, as the main entrance will still remain on Holliday Street. As we are not controlling access in the city along the Roosevelt Drive route, there is no reason not to grant an access for the new high school to and from Roosevelt Drive.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hl
[illegible]

RECEIVED
MAR 25 1957
FOR FILING

DF-115 (10)

5295

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21st, 1957

SUBJECT: Seaside

NOTED
W. C. WILLIAMS

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Co 11

Mr. Walker told me there was considerable sentiment in Seaside in favor of a bypass rather than the development of Roosevelt Avenue. He said this sentiment was expressed by the Mayor. On Mr. Walker's last trip over he again contacted the Mayor of Seaside and was told that there was apparently sufficient desire among the merchants of Seaside for the development of Roosevelt Drive to prevent a change of route at this point.

The matter should, therefore, be dropped.

Edwards
Tom Edwards
Construction Engineer

TE:AR

To W.C.W.

NOTED
FORREST COOPER

RECEIVED
MAR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 11, 1957

Item No. 3
Summary of Unfinished
Business March 1, 1957

Mr. Tom Edwards
Construction Engineer
Department

I have your letter of March 8, 1957 re the Roosevelt Avenue project in Seaside.

Can you give me a report as to what it is all about without in any way stirring up the people of Seaside?

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

FORM E30—20M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8th, 1957

SUBJECT: Seaside

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

With respect to Item 3, Summary of Unfinished Business, Commission action of March 1st, 1957, Division Engineer Walker tells me he believes there is considerable question in Seaside as to whether the people actually desire construction of the Roosevelt Avenue project instead of a bypass.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

NOTED
FORREST COOPER

RECEIVED
MAR 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

R

SEASIDE CHAMBER OF COMMERCE

20 NORTH COLUMBIA
SEASIDE, OREGON
Malcolm MacEwan, Manager

PHONES 42 OR 954

REC… FOR FILING

REFERRED TO Const
Cooper
By State Highway Engineer

October 16, 1956

113

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Williams:

I understand that there is in existence a map of the proposed relocation of US 101 on Roosevelt Blvd. in Seaside.

I would greatly appreciate a copy of that map, if one is available, for use in cooperation with our City Planning Commission.

If it is necessary to photostat a copy of said map, I would be more than pleased to take care of any expense involved.

Very sincerely yours,
SEASIDE CHAMBER OF COMMERCE
Malcolm MacEwan
Malcolm MacEwan, Manager

Map delivered
in person —
Mr MacEwan
in the office
10-19-56.

RECEIVED
OCT 1 1956
OREGON
STATE HIGHWAY COMMISSION

9-28-56

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STATE HIGHWAY COMMISSION MEETING

Delegation Seaside Chamber of Commerce re construction of proposed US101 Seaside By-pass along Roosevelt Drive in Seaside. (Agenda Item 4e) Seaside

Date Sept. 28, 1956

Time 2:15 p.m.

	Name	City or Town	Capacity
1	Malcolm MacEwan (spokesman)	Seaside	Mgr., C of C
2.	Max Schafer	"	Publisher, "Seaside Signal"
4	Chas. Cartwright	"	Owner, Seaside Golf Course
3.	Wm. Metcalf	"	State V. P. of Ore. Motor Co~~rps~~t Assn.

AGENDA
SEP 28 1956
D

September 24, 1956

Mr. Malcolm MacEwan, Manager
Seaside Chamber of Commerce
Seaside, Oregon

Dear Mr. MacEwan:

Your secretary telephoned me a few moments ago and requested an appointment with the State Highway Commission at its meeting this week for the members of your Chamber of Commerce to discuss with the Commission construction of the proposed US 101 Seaside By-pass along Roosevelt Drive in your city. This note is simply to confirm the reservation that I made for you at that time.

The meeting this week will be held on Thursday and Friday, September 27 and 28. Delegations will be heard on the second day, Friday the 28th, on which day I have reserved for the convenience of your group fifteen minutes of time starting at 2:15 p.m. This meeting of the Commission will be held as usual in the Imperial Hotel in Portland. The meeting place is the Queens Room in the basement of the hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
W. C. Williams
Forrest Cooper

SEPT 28, 1956
2:15 P.M.

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Agenda..
9/27

AGENDA
SEP 27 1956
4.e

September 6, 1956

Mr. Malcolm MacEwan, Manager
Seaside Chamber of Commerce
20 North Columbia St.
Seaside, Oregon

Dear Mr. MacEwan:

I wish to acknowledge your letter of September 5, 1956, directed to the State Highway Commission, in which you advise that the Board of Directors of the Seaside Chamber of Commerce endorses the resolution recently adopted by the City Council of Seaside urging early construction of US 101 through Seaside on the Roosevelt Drive location. It will be brought to the attention of the State Highway Commission, along with the City's resolution.

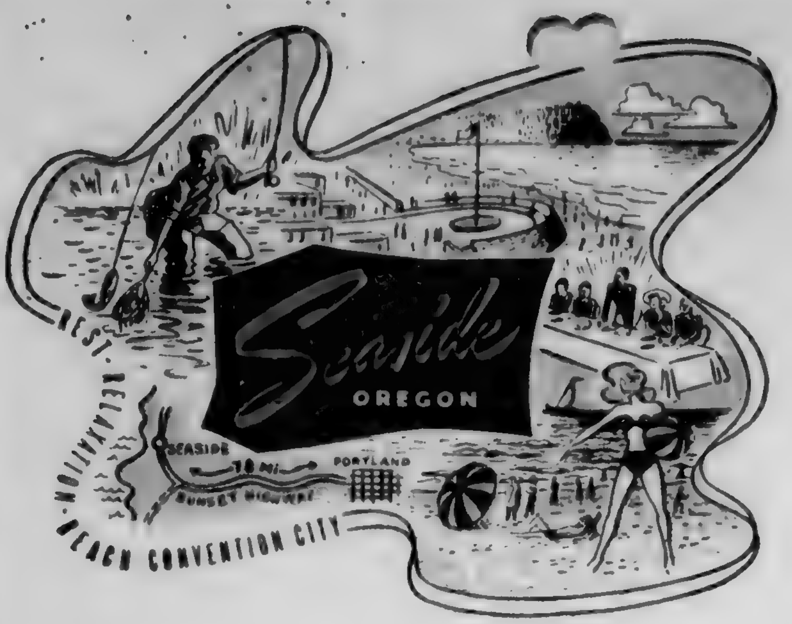
Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
W. C. Williams
F. Cooper

S+C



SEASIDE CHAMBER OF COMMERCE
20 NORTH COLUMBIA
SEASIDE, OREGON
Malcolm MacEwan, Manager
PHONES 42 OR 954

September 6, 1956

State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

The Board of Directors of the Seaside Chamber of Commerce wishes to thank the State Highway Commission for its work thusfar in obtaining the rights-of-way for the projected relocation of US 101 through Seaside.

The Board fully realizes the preliminary work necessary for such an undertaking, and asks that it continue unabated until such time as the project is ready for actual construction.

This office has spoken for the Seaside "Bypass" several times at your meetings, and you know from your interim report that it is considered an emergency or intolerable condition. The improvements slated both to the north and south of Seaside will aggravate the situation considerably, and it will soon be the greatest bottleneck on the entire Northern section of Highway 101.

Therefore, the Board of Directors of the Seaside Chamber of Commerce wishes to second the resolution sent you by the City Council of Seaside, and asks your earliest attention to this matter.

Very truly yours,
SEASIDE CHAMBER OF COMMERCE
Malcolm MacEwan
Malcolm MacEwan, Manager
by direction

ACKNOWLEDGED
H. B. GLAISYER

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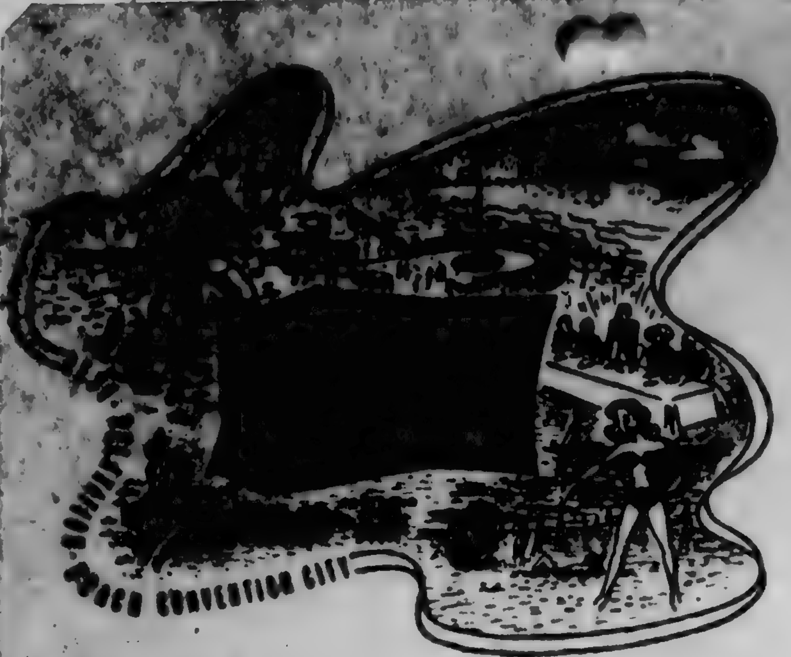
SALEM
STATE HIGHWAY COMMISSION



SEASIDE CHAMBER OF COMMERCE
20 NORTH COLUMBIA
SEASIDE, OREGON
Malcolm MacEwan, Manager
PHONES 42 OR 954

September 5, 1956

State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

The Board of Directors of the Seaside Chamber of Commerce wishes to thank the State Highway Commission for its work thusfar in obtaining the rights-of-way for the proposed relocation of US 101 through Seaside.

The Board fully realises the preliminary work necessary for such an undertaking, and asks that it continue unabated until such time as the project is ready for actual construction.

This office has spoken for the Seaside "Bypass" several times at your meetings, and you know from your interim report that it is considered an emergency or intolerable condition. The improvements slated both to the North and South of Seaside will aggravate the situation considerably, and it will soon be the greatest bottleneck on the entire Northern section of Highway 101.

Therefore, the Board of Directors of the Seaside Chamber of Commerce wishes to second the resolution sent you by the City Council of Seaside, and urge your earliest attention to this matter.

Very truly yours,
SEASIDE CHAMBER OF COMMERCE
Malcolm MacEwan
Malcolm MacEwan, Manager
by direction

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 6 1956
OREGON
STATE [illegible]

August 30, 1956

Mr. Robert T. Urie
City Auditor
City of Seaside
Seaside, Oregon

Dear Mr. Urie:

Received in today's mail was a signed copy of Resolution No. 2250 adopted by the Common Council of the City of Seaside on August 27, 1956, concerning the relocation of U. S. 101 on Roosevelt Drive in your City. I will be pleased to bring this Resolution to the attention of the State Highway Commission and the State Highway Engineer. However, I wish to advise that the Highway Commission has not as yet made any commitment whatever as to the construction of this project. The Commission has approved the location on Roosevelt Drive and has authorized the acquisition of necessary right of way but that authority did not extend to construction. The Commission at its meeting on August 16 adopted a two year construction program using the new federal funds but the improvement to which you refer was not included in that program.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:asm

cc: Hon. Lester U. Raw
Mayor of Seaside
Seaside, Oregon

Commissioners
W. C. Williams

S+L

RESOLUTION NO. 2280

WHEREAS, the Highway Commission of the State of Oregon has approved construction of the Highway 101 relocation on Roosevelt Drive in the City of Seaside;

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF SEASIDE DOES RESOLVE AS FOLLOWS:

Section 1. That the Common Council of the City of Seaside approves the plans of the State Highway Commission to construct the relocation of Highway 101 on Roosevelt Drive in Seaside, Oregon, and hereby urges the Highway Commission to commence, carry on and complete said project as soon as possible.

Section 2. That the Auditor of the City of Seaside is hereby authorized and directed to transmit to the State Highway Commission of the State of Oregon a copy of the resolution herein contained.

Passed by the Common Council of the City of Seaside, Oregon, this 27th day of August, 1956, by the following vote:

YEAS: DAVIS, ENSOR, MILLS, HENDERSON, SMITH, McKENNA.

NAYS: NONE.

ABSENT: NONE.

Submitted to the Mayor this 27th day of August, 1956, and approved by the Mayor this 27th day of August, 1956.

COPY

/s/ Lester U. Raw
Mayor

ATTEST:

/s/ Robert T. Urie
Auditor

Acknowledged: (Stamp)
H. B. Glaisyer

RESOLUTION NO. 2280

WHEREAS, the Highway Commission of the State of Oregon has approved construction of the Highway 101 relocation on Roosevelt Drive in the City of Seaside;

NOW, THEREFORE, THE COMMON COUNCIL OF THE CITY OF SEASIDE DOES RESOLVE AS FOLLOWS:

Section 1. That the Common Council of the City of Seaside approves the plans of the State Highway Commission to construct the relocation of Highway 101 on Roosevelt Drive in Seaside, Oregon, and hereby urges the Highway Commission to commence, carry on and complete said project as soon as possible.

Section 2. That the Auditor of the City of Seaside is hereby authorized and directed to transmit to the State Highway Commission of the State of Oregon a copy of the resolution herein contained.

Passed by the Common Council of the City of Seaside, Oregon, this 27th day of August, 1956, by the following vote:

YEAS: [illegible], [illegible], MILES, [illegible], SMITH, [illegible].

NAYS: NONE.

ABSENT: NONE.

Submitted to the Mayor this 27th day of August, 1956, and approved by the Mayor this 27th day of August, 1956.

Mayor

ATTEST:

Robert [illegible]

Auditor

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FOR FILING

DF-115 (10)

5295

7-12
4ll

July 18, 1956

Mr. Avery A. Combs
City Attorney
Seaside, Oregon

Dear Mr. Combs:

Your letter of July 5, 1956, in which you inquire as to the plans of the Highway Commission with reference to reconstruction of the US Highway 101 on Roosevelt Drive through the city of Seaside had the attention of the State Highway Commission at its meeting last week.

I was instructed to inform you that the Commission has arranged no definite program for this work up to the present time but has a project in mind and will give it consideration along with others as funds become available.

The Commission cares not to make a definite commitment to the project until the program has been arranged.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:yp

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FOR FILING

Comd
R/W
101 - Clatsop

July 6, 1956

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter, which you will find self-explanatory.

We are in a difficult position as to what to tell the City of Seaside, inasmuch as in our tentative five-year program there is no money allocated for the Seaside improvement, which is estimated to cost $550,000, of which $350,000 is construction cost and $200,000 right-of-way cost. We have acquired a few parcels of the right of way, but mostly small parcels owned by the County and/or City, wherein we paid only a $1.00 fee. Due to the necessity of tentatively designating $3,164,000 of Division No. 2 funds on the Youngs Bay Bridge, we are unable to allocate other moneys to that locality. The Seaside improvement is a very desirable one, of course, and it should be done sometime within the next five years.

I am placing this matter on the agenda for discussion, but I am frank to admit that I have no recommendations as to where the money may come from.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

[illegible]

Enclosure

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

SEASIDE, OREGON

LESTER U. RAW - - - - - - Mayor
ROBERT T. URIE - - Auditor, Treasurer
AVERY A. COMBS - - - City Attorney
RADFORD R. SHAWCROSS - City Engr.
H. H. OHLMANN, JR. - Municipal Judge
S. B. SMITH - - - - Captain of Police
H. A. KEMMERER - - Street Supervisor
CLARENCE OWEN - - Water Supt. and Fire Chief

COUNCILMEN
CLAUDE E. HENDERSON
DANIEL J. CALLAHAN
WILLIAM P. NEWELL
ARTHUR W. ENSOR
VERNON Y. DAVIS
JOHN G. MILLS

July 5, 1956

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen:

I have been instructed by the Common Council of the City of Seaside to write and inquire as to the plans of the Commission with reference to starting the Highway 101 relocation through the City of Seaside on Roosevelt Drive.

Any information which you can give us in this matter would be greatly appreciated.

Very truly yours,

Avery A. Combs

AAC:et

RECEIVED
JUL 6 1956
OREGON
STATE HIGHWAY COMMISSION

I-5-6(12)300 Harbor Dr.-Lowell St. 1958
Unit, Harbor Dr.-Wash.
#5296 Co. Line Sec. [redacted]

RECEIVED
1962
FOR FILING

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 22, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

5296

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Acting Division Engineer

copies to
Morgan
Young
5-23-62

SUBJECT: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Section
Pacific Freeway

Reference is made to your letter dated May 17, 1962 concerning our participation in the cost of prefabricated contraction joints, subject project.

The cost of comparable work in the area, rather than Statewide, appears reasonably applicable in this case. We will therefore approve participation at the rate of $0.15 per foot as that rate is less than the weighted average for the area.

RECEIVED
MAY 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5296—

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

PCC Pavement Contraction Joints
Harbor Drive-Lowell Street Section
Pacific Highway
Project I-5-6(12)300

Dear Sir:

We have checked the bid prices of prefabricated contraction joints on jobs contiguous to this one and we submit that the bids on these jobs will establish a reasonable basis for your participation in this work.

On the Lowell Street-11th Avenue Section, Project I-5-6(5)298, which adjointed the above-named project and was done by the same contractor, the bid on 14,400 lineal feet of contraction joints was $0.15. On the S. W. 11th Avenue-Tigard Section, Project I-5-6(13)295, the bid by the successful bidder on 18,000 lineal feet of contraction joints was $0.20.

We request your participation in the joints as constructed on this project at the rate of $0.15 per lineal foot. At this price, participation in the 4,584 lineal feet of contraction joints in the total amount of $687.60 is involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
MAY 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CHH:fp

cc G. S. Paxson
R. L. Porter
L. H. Young
Lloyd Shaw

FORM CD-121
(9-22-59)

UNITED STATES [illegible]VERNMENT

Memorandum

U.S. [illegible]ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: April 13, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

Morgan

[illegible]

SUBJECT: Oregon Project I-5-6-12(300)
Harbor Drive-Lowell Street Section
Contraction Joints, Concrete Pavement

Reference is made to previous correspondence on this subject, including your letter dated March 28, 1962.

We regret that our long-established procedures do not permit us to approve, retroactively, the introduction of experimental construction features. Further, had such a change been presented for our timely consideration, there is little question that approval would have been extended only upon a suitable reduction in the bid price.

Under these circumstances we feel we have no other recourse but to limit our participation to the supportable cost of the prefabricated contraction joints actually used on this project.

CONSTRUCTION DIVISION
RECEIVED
APR 18 1962

REFERRED TO
By Construction Engineer

Morgan

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH R. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5-296

March 28, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Concrete Pavement Contraction Joints
Harbor Drive-Lowell Street Section
Pacific Highway
Project No. I-5-6(12)300

Dear Mr. Polk:

Prior to the 1958 construction season, there was a period of some eleven years when no portland cement concrete paving jobs were let by the Oregon State Highway Department. During this time numerous advances in equipment and improved methods of construction were derived and put into use. Due to these changes in methods and improvements in equipment, the P.C.C. paving projects let to contract in 1958 and 1959 were more or less experimental in nature.

One innovation in particular which was experimental in nature, as far as Oregon was concerned, was the sawing of contraction joints with power equipment with abrasive or diamond blades. On the paving jobs between Salem and Albany, sawing of joints was specified. As has been reported to you previously, considerable difficulty was experience in controlling the cracking during the sawing operation.

Bids on Project I-5-6(12)300 were received prior to the laying of the pavement on the Salem-Albany Section, and sawed joints were specified on this project. As an experiment to determine whether a method better than sawing could be utilized, the contractor was allowed to use prefabricated mastic joints on this project. Unfortunately, no "change order" was ever prepared to document this variation from the specified construction method. Your Area Engineer gained knowledge of this change by observation of the operations during one of his inspection tours.

In view of our efforts to determine which method of contraction joint construction is most feasible and suitable, we feel that the Bureau of Public Roads should participate in the cost of the construction. Please advise.

Very truly yours,

F. D. Morgan
Construction Engineer

By W B Klaboe
W. B. Klaboe
Assistant Construction Engineer

CHB:bjh

cc: R. L. Porter ✓

RECEIVED
MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121

FEB 19 1962

FOR FILING

UNITED ST ES OVERNMENT

Memorandum

S. PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 12, 1962

5296 Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Section

Reference is made to Mr. Klaboe's letter dated February 1, 1962 concerning payment to the contractor for the prefabricated contraction joints used on subject project.

While we sympathize with your plight in the inadvertent payment to the contractor of the 50¢ per foot for sawed joints, as bid, we feel that our participation must be limited to the 8¢ per foot which can be supported as a normal and reasonable price for the prefabricated joints actually used.

FEB 16 1962

FEB [illegible]
STATE [illegible]

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I-5-6(12)300

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File

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1962

SUBJECT: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Section

To: Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Reference is made to your letter of January 16, 1962, in which you request cost data prepared by our cost analyst on the cost of prefabricated joints let during the contract year 1958. During 1958 we did not let any contracts specifying prefabricated contraction joints. As noted on the enclosed copy of Mr. Juve's report, bids on prefabricated joints were taken between 1959 and 1961 and averaged about 8¢ per foot.

We realize that this is considerably less than the 50¢ per foot bid received on this project for sawed joints. Nevertheless, we feel that the action taken by the State in substituting prefabricated joints for sawed joints was reasonable, insofar as our experience with sawed joints at this time was very poor. You will recall the troubles we had with the P.C.C. work between Salem and Albany.

Since the change was made at the request of the State and for the sole benefit of the State, said benefit being, in our opinion, worth the increased cost, we again request that you approve our action and participate in the total cost of the joints on this project.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.
cc: R. L. Porter ✓

NOTED
R. L. PORTER
FEB 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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File

477 Cottage St. N.E.
Salem, Oregon

January 16, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

Oregon Project I-5-6(12)300, Harbor Drive-Lowell Street Section
Pacific Freeway

Reference is made to Mr. Porter's letter dated January 15, 1962 concerning payment for the prefabricated joints permitted in lieu of the sawed joints.

To complete our records, please furnish data on the cost per foot, prefabricated joints, on similar projects let to contract during the 1958 construction season. We feel that our participation should be limited to the fair and reasonable value of such joints as supported by an analysis prepared by your Construction Cost Analyst.

If there is a material difference between the costs of sawed and prefabricated joints, we might be willing to consider your further presentation of data in support of your finding that, on subject project, the prefabricated joints were worth the increased cost to the agencies involved.

original To Morgan 1-18-62

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JAN 15 1962
FOR FILE

5296

January 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Harbor Drive-Lowell
Street Section
Project I-5-6(12)300

Dear Sir:

Mr. W. H. Schwiesow, Area Engineer on this project, has requested further comments from us concerning the change from the specified sawed joints to prefabricated joints. The reason that this construction change was made was outlined in our letter dated July 31, 1961. As stated in that letter, the many problems we had encountered sawing PCC joints led us to the conclusion that a better finished product could be obtained through the use of prefabricated joints.

Through an oversight no price agreement was made with the contractor to cover this change. The project has been finished and accepted and there is nothing that can be done to rectify the matter at this late date.

The bid item was for 5,000 feet of sawed joints at 50 cents per foot. The final estimate allowed 4,584 feet at 50 cents for a total of $2,292. We believe that it was correct to pay the bid price of 50 cents per foot even though the prefabricated joints were substituted inasmuch as the change from one type to the other was made for the sole benefit of the State.

In view of the fact that the joint construction on this project is superior to that which would have prevailed had sawed joints been used, we solicit your approval of said change. Please advise if any further justification or documentation is required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

cc Forrest Cooper
F. D. Morgan
Lloyd Shaw
L. H. Young

FBK:fp-ajw

10-26-61

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[illegible]	Fo. R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	tate **Oregon**
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
I-5-6(?) 17		Project number **I-5-6(12)300**

5296

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 13**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **2,216,353.89**
Revised Federal funds	$ **2,040,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the ~~26~~ day of ~~October~~, 19 61.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **XX C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Harbor Drive-Lowell Street Section, Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

October 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Harbor Drive-Lowell Street Section, Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 18, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Modification of Project Agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

I-5-6(12)300

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

RECEIVED
1961
STATE HIGHWAY ENGINEER

NOTED

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1961

Type Code P.E.

Preliminary Engineering	All Required			$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+69)(Contract No. 5296)

Clearing and Grubbing	All	Required		$ 16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu.yds.	$ 3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu.yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu.yds.	0.30	61,800.00
Short Overhaul	680,000	yd.stas.	0.01	6,800.00
Long Overhaul	18,000	C-yd.stas.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu.yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	5,500	lin.ft.	0.15	825.00
8-inch Sewer Pipe	2,620	lin.ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin.ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin.ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin.ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin.ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin.ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin.ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin.ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin.ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin.ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin.ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin.ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under R.R.	28	lin.ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under R.R.	26	lin.ft.	45.00	1,170.00
1½-inch Electrical Conduit	500	lin.ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170	lin.ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330	lin.ft.	1.50	495.00
2-inch Galvanized Water Pipe	900	lin.ft.	2.00	1,800.00

2½-inch Galvanized Water Pipe	14	lin.ft.	$ 2.50	$ 35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00
Reconstruction of Manholes	2	only	250.00	500.00
Class "A" Concrete in Walls	1,510	cu.yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu.yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	0.13	101.40
Concrete Curbs	880	cu.yds.	40.00	35,200.00
Concrete Walks	3,100	sq.yds.	4.00	12,400.00
Concrete in Islands	500	cu.yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin.ft.	2.45	15,680.00
Metal Median Barrier	5,000	lin.ft.	3.80	19,000.00
Type 3-70" Fence	800	rods	24.20	19,360.00
4'x58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,500	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gals.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin.ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq.yds.	3.50	115,500.00
3/4-inch Expansion Joints	160	lin.ft.	0.50	80.00
Sawed Contraction Joints	5,000	lin.ft.	0.50	2,500.00
Dowel Bars	3,300	only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000	sq.yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$ 890,440.40
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power & Light Co.	All	Required		8,800.00
Work by Multnomah County	All	Required		2,785.00
				$ 956,925.40

Type Code 6201
Roadway (Sta. LN 60+00 & LS 58+50 to Sta. LN 69+00 & LS 70+00)(Contract No. 5459)

Clearing and Grubbing	All	Required		$ 1,000.00
Removing Concrete and Masonry	All	Required		8,000.00
Removal of Building "A"	All	Required		7,200.00
Removal of Building "B"	All	Required		7,300.00
Salvage and Cap Irrigation System	All	Required		1,500.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 4.00	2,400.00
General Excavation, Unclassified	34,600	cu.yds.	1.00	34,600.00
Furnishing and Placing Topsoil	3,300	cu.yds.	1.50	4,950.00
Finishing Roadbed and Slopes	All	Required		1,000.00
8-inch Sewer Pipe	920	lin.ft.	1.60	1,472.00
10-inch Sewer Pipe	190	lin.ft.	2.20	418.00
12-inch Sewer Pipe	70	lin.ft.	2.60	182.00
15-inch Sewer Pipe	230	lin.ft.	3.40	782.00
18-inch Sewer Pipe	140	lin.ft.	4.00	560.00
Extra for Pipe Under Pavement	690	lin.ft.	1.50	1,035.00
8-inch Perforated Metal Drain Pipe	850	lin.ft.	2.40	2,040.00
Special Backfill in Drains	60	cu.yds.	5.00	300.00
1-inch Galvanized Water Pipe	50	lin.ft.	1.10	55.00
1½-inch Galvanized Water Pipe	50	lin.ft.	1.70	85.00
2-inch Galvanized Water Pipe	280	lin.ft.	2.00	560.00
Concrete Manholes	2	only	325.00	650.00
Concrete Inlets, Type "G-1"	15	only	140.00	2,100.00
Concrete Inlets, Type "CG-1"	3	only	175.00	525.00
Adjustment of Manholes	3	only	150.00	450.00
Reconstruction of Manholes	5	only	200.00	1,000.00
Concrete Curbs	240	cu.yds.	50.50	12,120.00
Concrete Surfacing	450	sq.yds.	2.75	1,237.50
Concrete in Islands	90	cu.yds.	35.00	3,150.00
1½-inch Electrical Conduit	40	lin.ft.	2.00	80.00
Metal Guard Rail	2,200	lin.ft.	2.75	6,050.00
Portable Traffic Barrier	800	lin.ft.	4.30	3,440.00
Type 3-70" Fence	44	rods	16.75	737.00
Coarse Crushed Material in Base	14,500	cu.yds.	2.71	39,295.00
3/4" - 0 Material in Base	1,600	cu.yds.	3.08	4,928.00
Sprinkling	380	M-gals.	3.20	1,216.00
Preparation of Base	All	Required		1,070.00
3/4" - 0 Material in Binder Course	170	cu.yds.	3.70	629.00
MC-3 Asphalt	26	tons	53.50	1,391.00
Class "C" Asphaltic Concrete	130	tons	7.15	929.50
Class "B" Asphaltic Concrete	4,500	tons	6.05	27,225.00
Asphaltic Concrete Traffic Markers	1,000	lin.ft.	0.65	650.00
Structural Excavation	350	cu.yds.	3.00	1,050.00
Class "A" Concrete	All	Required (30%)		7,926.00
Metal Reinforcement	All	Required (5%)		2,676.50
				$ 295,964.50

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing	All Required		2,500.00
Work by City of Portland (Water Mains)	All Required		72,000.00
Illumination for Detour Traffic	All Required		15,000.00
Work by Northwest Natural Gas Co.	All Required		1,700.00
			$ 289,164.50
	Subtotal		$1,246,089.90
	10% Engr. & Cont.		124,608.99
	Total		$1,370,698.89

Type Code X221
Sheridan Street Overcrossing (Sta. "La" 76+50.56 to Sta. "La" 77+99.59)(Contract No. 5322)

Structural Excavation	350 cu.yds.	$ 4.00	$ 1,400.00
Furnish Treated Timber Piling	3,900 lin.ft.	1.50	5,850.00
Furnish Steel Piling	1,300 lin.ft.	5.00	6,500.00
Drive Timber Piles	104 only	35.00	3,640.00
Drive Steel Piles	20 only	50.00	1,000.00
Class "A" Concrete	790 cu.yds.	56.00	44,240.00
Metal Reinforcement	186,000 lbs.	0.13	24,180.00
Pipe Parapet Rail	300 lin.ft.	6.00	1,800.00
			$ 88,610.00

Separate Contract (Hood Ave. U'xing)(Contract No. 5516)

Concrete Slab Riprap	700 sq.yds.	$ 7.00	$ 4,900.00

Type Code X721
Porter Street Undercrossing (Sta. "La" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700 cu.yds.	$ 8.00	$ 13,600.00
Furnish Treated Timber Piling	19,725 lin.ft.	1.40	27,615.00
Drive Timber Piles	435 only	70.00	30,450.00
Class "A" Concrete	2,384 cu.yds.	62.00	147,808.00
Metal Reinforcement	580,000 lbs.	0.105	60,900.00
Handrail	1,520 lin.ft.	6.00	9,120.00
			$ 289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. L" 64+50 to Sta. 66+58)(Contract No. 5459)

Construct Detours and Maintain Traffic	All	Required		$ 37,000.00
Salvage and Demolition Work on Existing Subway	All	Required		1,375.00
Special Backfill	2,100	cu.yds.	$ 2.60	5,460.00
Furnish Treated Timber Piling	14,575	lin.ft.	1.16	16,907.00
Drive Piles	583	only	25.00	14,575.00
Furnish and Drive Treated Timber Test Piles	3	only	150.00	450.00
Class "A" Concrete	All	Required (70%)		18,494.00
Class "A-A" Concrete	All	Required		54,227.00
Metal Reinforcement	All	Required (95%)		50,853.50
8-inch Metal Drain Pipe	70	lin.ft.	4.00	280.00
Waterproofing	240	sq.yds.	3.90	936.00
2-inch Mortar Protection	135	sq.yds.	3.00	405.00
				$ 200,962.50

Type Code X221
Hood Avenue Overcrossing (Sta. Ls 120+93.7 to Sta. Ls 122+88.7)(Contract No. 5546)

Structural Excavation	920	cu.yds.	$ 10.00	$ 9,200.00
Furnish Steel Piling	650	lin.ft.	5.25	3,412.50
Drive Steel Piles	17	only	100.00	1,700.00
Splice Steel Piles	4	only	25.00	100.00
Class "A" Concrete (1750 cu.yds.)	All	Required		90,000.00
Metal Reinforcement (410,100 lbs.)	All	Required		50,000.00
Metal Parapet Rail	400	lin.ft.	5.00	2,000.00
Concrete Slab Riprap	1,200	sq.yds.	7.00	8,400.00
				$ 164,812.50

Subtotal	$ 748,778.00
10% Engr. & Cont.	74,877.00
Total	$ 823,655.00

Length of Roadway - - - - - - - - - - - - 0.397 Mile
Length of 4 Structures - - - - - - - - 0.037 Mile
Total Length - - - - - - - - - - - - - - 0.434 Mile
Cost of Roadway Per Mile - - - - - - - $1,452,642.06

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,370,698.89	1,266,000.00	104,698.89
Structures	823,655.00	754,000.00	69,655.00
	$2,216,353.89	$2,040,000.00	$176,353.89

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Note: The pedestrian undercrossing has been withdrawn from this project by PR-9. No work is retained in program status.

HARBOR DRIVE-LOWELL STREET SECTION

PROJECT NO. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co. (Contract 5296)

Labor		$4,270.00
Materials		4,130.00
Equipment		342.00
Miscellaneous and Easements		1,726.00
Salvage Credit		1,658.00 Cr.
		$8,810.00
	Use	$8,800.00

Estimated cost of work by City of Portland (Water Lines)(Contract 5459)

Material		$17,556.84
Labor		37,621.80
Equipment		3,762.18
Miscellaneous and Overhead		13,167.63
		$72,108.45
	Use	$72,000.00

Estimated cost of work by Northwest Natural Gas Co. (Contract 5459)

Labor		$ 493.16
Equipment		149.60
Material		709.36
Miscellaneous and Overhead		376.82
		$1,728.94
	Use	$1,700.00

Estimated cost of work by City of Portland (Contract 5296)

Materials		$13,718.70
Labor		30,486.00
Equipment		3,556.70
Miscellaneous		3,048.60
		$50,810.00
	Use	$50,000.00

HARBOR DRIVE-LOWELL STREET SECTION

PROJECT NO. I-5-6(12)300

Estimated costs of work by Multnomah County (Contract 5236)

Contract "Tice Electric Co."

Materials		$1,950.00
Labor		735.00
Equipment		100.00
		$2,785.00
	Use	$2,785.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 24, 1959

Type Code P. E.

Preliminary Engineering	All Required		$22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89) (Contract No. 5296)

Clearing and Grubbing	All Required		$16,500.00
Removing Concrete and Masonry	All Required		65,000.00
Salvage and Cap Irrigation System	All Required		2,500.00
Drainage Excavation, Unclassified	9,900 cu. yds.	$3.00	29,700.00
Structural Excavation, Unclassified	1,100 cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000 cu. yds.	0.30	61,800.00
Short Overhaul	680,000 yd. stas.	0.01	6,800.00
Long Overhaul	18,000 C-yd. stas.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000 cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	5,500 lin. ft.	0.15	825.00
8-inch Sewer Pipe	2,620 lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540 lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620 lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200 lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400 lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320 lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200 lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150 lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720 lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840 lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480 lin. ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100 lin. ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under Railroad	28 lin. ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under Railroad	26 lin. ft.	45.00	1,170.00

1½-inch Electrical Conduit	500	lin. ft.	$2.00	$1,000.00
1-inch Galvanized Water Pipe	170	lin. ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330	lin. ft.	1.50	495.00
2-inch Galvanized Water Pipe	900	lin. ft.	2.00	1,800.00
2½-inch Galvanized Water Pipe	14	lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00
Reconstruction of Manholes	2	only	250.00	500.00
Class "A" Concrete in Walls	1,510	cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	0.13	101.40
Concrete Curbs	880	cu. yds.	40.00	35,200.00
Concrete Walks	3,100	sq. yds.	4.00	12,400.00
Concrete in Islands	500	cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000	lin. ft.	3.80	19,000.00
Type 3-70" Fence	800	rods	24.20	19,360.00
4' x 58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,500	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gal.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	0.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.50	115,500.00
3/4" Expansion Joints	160	lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	0.50	2,500.00
Dowel Bars	3,300	only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000	sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$890,440.40
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power & Light Co.	All	Required		8,800.00
Work by Multnomah County	All	Required		2,800.00
				$956,940.40

Type Code 6201

Roadway (Sta. LN 60+00 & LS 58+50 to Sta. LN 69+00 & LS 70+00)(Contract No. 5459)

Clearing and Grubbing	All	Required		$1,000.00
Removing Concrete and Masonry	All	Required		8,000.00
Removal of Building "A"	All	Required		7,200.00
Removal of Building "B"	All	Required		7,300.00
Salvage and Cap Irrigation System	All	Required		1,500.00
Drainage Excavation, Unclassified	600	cu. yds.	$4.00	2,400.00
General Excavation, Unclassified	34,600	cu. yds.	1.00	34,600.00
Furnishing and Placing Topsoil	3,300	cu. yds.	1.50	4,950.00
Finishing Roadbed and Slopes	All	Required		1,000.00
8-inch Sewer Pipe	920	lin. ft.	1.60	1,472.00
10-inch Sewer Pipe	190	lin. ft.	2.20	418.00
12-inch Sewer Pipe	70	lin. ft.	2.60	182.00
15-inch Sewer Pipe	230	lin. ft.	3.40	782.00
18-inch Sewer Pipe	140	lin. ft.	4.00	560.00
Extra for Pipe Under Pavement	690	lin. ft.	1.50	1,035.00
8-inch Perforated Metal Drain Pipe	850	lin. ft.	2.40	2,040.00
Special Backfill in Drains	60	cu. yds.	5.00	300.00
1-inch Galvanized Water Pipe	50	lin. ft.	1.10	55.00
1½-inch Galvanized Water Pipe	50	lin. ft.	1.70	85.00
2-inch Galvanized Water Pipe	280	lin. ft.	2.00	560.00
Concrete Manholes	2	only	325.00	650.00
Concrete Inlets, Type "G-1"	15	only	140.00	2,100.00
Concrete Inlets, Type "CG-1"	3	only	175.00	525.00
Adjustment of Manholes	3	only	150.00	450.00
Reconstruction of Manholes	5	only	200.00	1,000.00
Concrete Curbs	240	cu. yds.	50.50	12,120.00
Concrete Surfacing	450	sq. yds.	2.75	1,237.50
Concrete in Islands	90	cu. yds.	35.00	3,150.00
1½-inch Electrical Conduit	40	lin. ft.	2.00	80.00
Metal Guard Rail	2,200	lin. ft.	2.75	6,050.00
Portable Traffic Barrier	800	lin. ft.	4.30	3,440.00
Type 3 - 70" Fence	44	rods	16.75	737.00
Course Crushed Material in Base	14,500	cu. yds.	2.71	39,295.00
3/4" - 0 Material in Base	1,600	cu. yds.	3.08	4,928.00
Sprinkling	380	M-gal.	3.20	1,216.00
Preparation of Base	All	Required		1,070.00
3/4" - 0 Material in Binder Course	170	cu. yds.	3.70	629.00
RC-3 Asphalt	26	tons	53.50	1,391.00
Class "C" Asphaltic Concrete	130	tons	7.15	929.50
Class "B" Asphaltic Concrete	4,500	tons	6.05	27,225.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	0.65	650.00
Structural Excavation	350	cu. yds.	3.00	1,050.00
Class "A" Concrete	All	Required	(30%)	7,926.00
Metal Reinforcement	All	Required	(5%)	2,676.50
				$195,964.50

Flagging (57½% of Contractor's Cost)	All	Required		2,000.00
Signing	All	Required		2,500.00
Work by City of Portland (Water Mains)	All	Required		75,500.00
Illumination for Detour Traffic	All	Required		15,000.00
Work by Northwest Natural Gas Co.	All	Required		1,700.00
				$292,664.50
		Subtotal		$2,249,604.90
		10% Engr. & Cont.		124,960.49
		Total		$1,374,565.39

Type Code X221
Sheridan Street Overcrossing (Sta. "Ls" 76+50.56 to Sta. "Ls" 77+99.59)(Contr. #5322)

Structural Excavation	350	cu. yds.	$4.00	$1,400.00
Furnish Treated Timber Piling	3,900	lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300	lin. ft.	5.00	6,500.00
Drive Timber Piles	104	only	35.00	3,640.00
Drive Steel Piles	20	only	50.00	1,000.00
Class "A" Concrete	790	cu. yds.	56.00	44,240.00
Metal Reinforcement	186,000	lbs.	0.13	24,180.00
Pipe Parapet Rail	300	lin. ft.	6.00	1,800.00
Separate Contract Hood Ave. U'xing				
Concrete Slab Riprap	700	sq. yds.	9.00	6,300.00
				$94,910.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700	cu. yds.	$8.00	$13,600.00
Furnish Treated Timber Piling	19,725	lin. ft.	1.40	27,615.00
Drive Timber Piles	435	only	70.00	30,450.00
Class "A" Concrete	2,384	cu. yds.	62.00	147,808.00
Metal Reinforcement	580,000	lbs.	0.105	60,900.00
Handrail	1,520	lin. ft.	6.00	9,120.00
				$289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. "Ls" 64+50 to Sta. 66+58)(Contract No. 5459)

Construct Detours and Maintain Traffic	All	Required		$37,000.00
Salvage and Demolition work on existing subway	All	Required		1,375.00
Special Backfill	2,100	cu. yds.	$2.60	5,460.00
Furnish Treated Timber Piling	14,575	lin. ft.	1.16	16,907.00
Drive Piles	583	only	25.00	14,575.00

Furnish and Drive Treated Timber Test Piles	3 only	$150.00	$ 450.00
Class "A" Concrete	All Required (70%)		18,494.00
Class "A-A" Concrete	All Required		54,227.00
Metal Reinforcement	All Required (95%)		50,853.50
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
Waterproofing	240 sq. yds.	3.90	936.00
2-inch Mortar Protection	135 sq. yds.	3.00	405.00
			$200,962.50

Type Code X221
Hood Avenue Overcrossing (Sta. "Ls" 120+93.7 to Sta. "Ls" 122+88.7)

Structural Excavation	920 cu. yds.	$12.00	$ 11,040.00
Furnish Steel Piling	650 lin. ft.	5.00	3,250.00
Drive Steel Piles	17 only	70.00	1,190.00
Splice Steel Piles	4 only	45.00	180.00
Class "A" Concrete (1,750 C.Y. at $65.00)	All Required		113,750.00
Metal Reinforcement(410,100 Lbs. at $0.13)	All Required		53,313.00
Metal Parapet Rail	400 lin. ft.	8.00	3,200.00
Concrete Slab Riprap	1,200 sq. yds.	9.00	10,800.00
			$196,723.00
	Subtotal		$782,088.50
	10% Engr. & Cont.		78,208.85
	Total		$860,297.35

Length of Roadway - - - - - - - - 0.397 Mile
Length of 5 Structures- - - - - 0.037 Mile
Total Length- - - - - - - - - - - 0.434 Mile
Cost of Roadway Per Mile- - - - $3,462,381.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,374,565.39	1,269,600.00	104,965.39
Structures	860,297.35	794,400.00	65,897.35
	$2,256,862.74	$2,084,000.00	$172,862.74

RETAINED IN PROGRAM STATUS

Work: 1 Pedestrian Undercrossing
Federal Funds: $236,000.00

HARBOR DRIVE-LOWELL STREET SECTION

Project No. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co.

Labor		$4,270.00
Materials		4,130.00
Equipment		342.00
Miscellaneous and Easements		1,726.00
Salvage Credit		1,658.00 cr.
		$8,810.00
	Use	$8,800.00

Estimated cost of work by City of Portland (Water lines-Contract 5459)

Material		$17,556.84
Labor		37,621.80
Equipment		3,762.18
Miscellaneous and Overhead		13,167.63
		$72,108.45
	Use	$72,000.00

Estimated cost of work by Northwest Natural Gas Co. (Contract 5459)

Labor		$ 493.16
Equipment		149.60
Material		709.36
Miscellaneous and Overhead		376.82
		$1,728.94
	Use	$1,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, September 4, 1958

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Type Code P. E.

Preliminary Engineering	All Required		$22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5296)

Clearing and Grubbing	All Required	$	$16,500.00
Removing Concrete and Masonry	All Required		65,000.00
Salvage and Cap Irrigation System	All Required		2,500.00
Drainage Excavation, Unclassified	9,900 cu.yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,100 cu.yds.	4.00	4,400.00
General Excavation, Unclassified	206,000 cu.yds.	0.30	61,800.00
Short Overhaul	680,000 yd.Sta.	0.01	6,800.00
Long Overhaul	18,000 C-yd. Sta.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000 cu.yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	5,500 lin.ft.	0.15	825.00
8-inch Sewer Pipe	2,620 lin.ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540 lin.ft.	2.35	8,319.00
15-inch Sewer Pipe	620 lin.ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200 lin.ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400 lin.ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320 lin.ft.	4.65	6,138.00
30-inch Sewer Pipe	200 lin.ft.	6.50	1,300.00
36-inch Sewer Pipe	150 lin.ft.	8.00	1,200.00
42-inch Sewer Pipe	720 lin.ft.	10.00	7,200.00
48-inch Sewer Pipe	840 lin.ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480 lin.ft.	2.55	1,224.00
21-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	100 lin.ft.	8.65	865.00
30-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 10 gage under R.R.	28 lin.ft.	35.00	980.00
42-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 8 gage under R.R.	26 lin.ft.	45.00	1,170.00
1½-inch Electrical Conduit	500 lin.ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170 lin.ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330 lin.ft.	1.50	495.00
2-inch Galvanized Water Pipe	900 lin.ft.	2.00	1,800.00
2½-inch Galvanized Water Pipe	14 lin.ft.	2.50	35.00
Concrete Inlets, Type "G"	26 only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40 only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2 only	75.00	150.00

Concrete Inlets, Type "CG"	6 only	75.00	450.00
Concrete Inlets, Type "CG-1"	4 only	75.00	300.00
Concrete Manholes	30 only	250.00	7,500.00
Adjustment of Manholes	5 only	100.00	500.00
Reconstruction of Manholes	2 only	250.00	500.00
Class "A" Concrete in Walls	1510 cu.yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10 cu.yds.	50.00	500.00
Metal Reinforcement in Walls	296,000 lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780 lbs.	0.13	101.40
Concrete Curbs	880 cu.yds.	40.00	35,200.00
Concrete Walks	3,100 sq.yds.	4.00	12,400.00
Concrete in Islands	500 cu.yds.	40.00	20,000.00
Metal Guard Rail	6,400 lin.ft.	2.45	15,680.00
Metal Median Barrier	5,000 lin.ft.	3.80	19,000.00
Type 3-70" Fence	800 rods	24.20	19,360.00
4' x 58" Metal Gates	16 only	66.00	1,056.00
Coarse Crushed Material in Base	62,500 tons	1.80	112,500.00
3/4"-0 Material in Base	5,760 tons	1.80	10,368.00
Sprinkling	1,000 M-Gals.	3.50	3,500.00
Preparation of Base	All Required		500.00
3/4"-0 Material in Binder Course	600 tons	3.20	1,920.00
RC-3 Asphalt	90 tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460 tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300 tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,030 lin.ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000 sq.yds.	3.50	115,500.00
3/4-inch Expansion Joints	160 lin.ft.	0.50	80.00
Sawed Contraction Joints	5,000 lin.ft.	0.50	2,500.00
Dowel Bars	3,300 only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000 lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000 Sq. yds.	0.75	24,750.00
3/8"-0 Material in Cushion Course	1,200 tons	2.00	2,400.00
			$890,440.40
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,400.00
Adjustment of Water Lines (City of Portland)	All Required		50,000.00
Work by Pacific Tel. & Tel. Co.	All Required		500.00
	Subtotal		$945,840.40
	10% Engr. & Cont.		94,584.04
	Total		$1,040,424.44

Type Code X221
Sheridan Street Overcrossing (Sta. "LS" 76+50.56 to Sta. "LS" 77+99.59)

Structural Excavation	350 cu.yds.	$10.00	$ 3,500.00
Furnish Treated Timber Piling	3,900 lin.ft.	1.50	5,850.00
Furnish Steel Piling	1,300 lin.ft.	6.00	7,800.00
Drive Timber Piles	104 only	65.00	6,760.00
Drive Steel Piles	20 only	70.00	1,400.00
Class "A" Concrete	790 cu.yds.	75.00	59,250.00

Metal Reinforcement	186,000 lbs.	0.13	24,180.00
Pipe Parapet Rail	300 lin.ft.	7.00	2,100.00
			$110,840.00

Type Code X721
Porter Street Undercrossing (Sta. "LS" 90 + 23.73)

Structural Excavation	1,700 cu.yds.	8.00	$13,600.00
Furnish Treated Timber Piling	19,725 lin.ft.	1.50	29,587.50
Drive Timber Piles	435 only	65.00	28,275.00
Class "A" Concrete	2,384 cu.yds.	75.00	178,800.00
Metal Reinforcement	580,000 lbs.	0.13	75,400.00
Handrail	1,520 lin.ft.	12.00	18,240.00
			$343,902.50
	Subtotal		454,742.50
	10% Engr. & Cont.		45,714.25
	Total		$500,216.75

Length of Roadway	0.397 Miles
Length of 4 structures	0.037 Miles
Total Length	0.434 Miles
Cost of Roadway Per Mile	$2,620,716.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$22,000.00	$20,000.00	$2,000.00
Roadway	1,040,424.44	961,100.00	79,324.44
Structures	500,216.75	462,100.00	38,116.75
	$1,562,641.19	$1,443,200.00	$119,441.15

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)
(Contract No. 5296)

Clearing and Grubbing	All	Required	$	$ 16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu. yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu. yds.	0.30	61,800.00
Short Overhaul	680,000	yd. sta.	0.01	6,800.00
Long Overhaul	18,000	C-yd.sta.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required	-	2,000.00
Rounding Cutbanks	5,500	lin. ft.	0.15	825.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin. ft.	2.55	1,224.00
21-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	8.65	865.00
30-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 10 gage Under R. R.	28	lin. ft.	35.00	980.00

42-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 8 gage Under R. R.	26 lin. ft.	$ 45.00	$ 1,170.00
1½-inch Electrical Conduit	500 lin. ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170 lin. ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330 lin. ft.	1.50	495.00
2-inch Galvanized Water Pipe	900 lin. ft.	2.00	1,800.00
2½-inch Galvanized Water Pipe	14 lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26 only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40 only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2 only	75.00	150.00
Concrete Inlets, Type "CG"	6 only	75.00	450.00
Concrete Inlets, Type "CG-1"	4 only	75.00	300.00
Concrete Manholes	30 only	250.00	7,500.00
Adjustment of Manholes	5 only	100.00	500.00
Reconstruction of Manholes	2 only	250.00	500.00
Class "A" Concrete in Walls	1,510 cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10 cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000 lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780 lbs.	0.13	101.40
Concrete Curbs	880 cu. yds.	40.00	35,200.00
Concrete Walks	3,100 sq. yds.	4.00	12,400.00
Concrete in Islands	500 cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400 lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000 lin. ft.	3.80	19,000.00
Type 3-70" Fence	800 rods	24.20	19,360.00
4' x 58" Metal Gates	16 only	66.00	1,056.00
Coarse Crushed Material in Base	62,500 tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760 tons	1.80	10,368.00
Sprinkling	1,000 M-gal.	3.50	3,500.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	600 tons	3.20	1,920.00
RC-3 Asphalt	90 tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460 tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300 tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080 lin. ft.	0.75	810.00
8-inch Portland Cement Concrete Pavement	33,000 sq. yds.	3.50	115,500.00
3/4" Expansion Joints	160 lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000 lin. ft.	0.50	2,500.00
Dowel Bars	3,300 only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000 lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000 sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200 tons	2.00	2,400.00
			$ 890,440.40

		$ 890,440.40
Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Seeding and Mulching	All Required	2,400.00
Adjustment of Water Lines (City of Portland)	All Required	50,000.00
Work by Pacific Tel. & Tel. Company	All Required	500.00
	Subtotal	$945,840.40
	10% Engr. & Cont.	94,584.04
	Total	$1,040,424.44

Type Code X221
Sheridan Street Overcrossing (Sta. "Ls" 76+50.56 to Sta. "Ls" 77+99.59)

Structural Excavation	350	cu. yds.	$10.00	$ 3,500.00
Furnish Treated Timber Piling	6,500	lin. ft.	1.50	9,750.00
Furnish Steel Piling	1,800	lin. ft.	6.00	10,800.00
Drive Timber Piles	104	only	65.00	6,760.00
Drive Steel Piles	20	only	70.00	1,400.00
Class "A" Concrete	790	cu. yds.	75.00	59,250.00
Metal Reinforcement	181,200	lbs.	0.13	23,556.00
Pipe Parapet Rail	300	lin. ft.	7.00	2,100.00
				$117,116.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)

Structural Excavation	1,700	cu. yds.	$ 8.00	$ 13,600.00
Furnish treated Timber Piling	19,725	lin. ft.	1.50	29,587.50
Drive Timber Piles	435	only	65.00	28,275.00
Class "A" Concrete	2,380	cu. yds.	75.00	178,500.00
Metal Reinforcement	570,000	lbs.	0.13	74,100.00
Handrail	1,520	linl ft.	12.00	18,240.00
				$342,302.50
		Subtotal		459,418.50
		10% Engr. & Cont.		45,941.85
		Total		$505,360.35

Length of Roadway..........................0.397 Miles
Length of 4 Structures.....................0.037 Miles
Total Length...............................0.434 Miles
Cost of Roadway Per Mile...................$2,620,716.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,040,424.44	961,100.00	79,324.44
Structures	505,360.35	466,000.00	38,460.35
	$1,567,784.79	$1,447,900.00	$ 119,884.79

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 23, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5296)

Clearing and Grubbing	All Required	$	$ 16,500.00
Removing Concrete and Masonry	All Required		65,000.00
Salvage and Cap Irrigation System	All Required		2,500.00
Drainage Excavation, Unclassified	9,900 cu. yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,100 cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000 cu. yds.	.30	61,800.00
Short Overhaul	680,000 yd. sta.	.01	6,800.00
Long Overhaul	18,000 C-yd. sta.	.40	7,200.00
Furnishing and Placing Topsoil	2,000 cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	5,500 lin. ft.	.15	825.00
8-inch Sewer Pipe	2,620 lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540 lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620 lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200 lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400 lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320 lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200 lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150 lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720 lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840 lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480 lin. ft.	2.55	1,224.00
21-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	100 lin. ft.	8.65	865.00
30-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under R. R.	28 lin. ft.	35.00	980.00
42-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert. 8 Gage Under R. R.	26 lin. ft.	45.00	1,170.00
1½-inch Electrical Conduit	500 lin. ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170 lin. ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330 lin. ft.	1.50	495.00

2-inch Galvanized Water Pipe	900	lin. ft.	$ 2.00	$ 1,800.00
2½-inch Galvanized Water Pipe	14	lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00
Reconstruction of Manholes	2	only	250.00	500.00
Class "A" Concrete in Walls	1,510	cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	.13	101.40
Concrete Curbs	880	cu. yds.	40.00	35,200.00
Concrete Walks	3,100	sq. yds.	4.00	12,400.00
Concrete in Islands	500	cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000	lin. ft.	3.80	19,000.00
Type 3 - 70" Fence	800	rods	24.20	19,360.00
4' x 58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,500	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gals.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.50	115,500.00
3/4" Expansion Joints	160	lin. ft.	.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	.50	2,500.00
Dowel Bars	3,300	only	.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	.135	4,995.00
Wire Fabric Reinforcement	33,000	sq. yds.	.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$ 890,440.40
Flagging (57½% of Contractors Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power & Light Co.	All	Required		8,800.00
	Subtotal			$ 954,140.40
	10% Engr. & Cont.			95,414.04
				$1,049,554.44

Type Code X221
Sheridan Street Overcrossing (Sta. "Ls" 76+50.56 to Sta. "Ls" 77+99.59)

Structural Excavation	350	cu. yds.	$10.00	$ 3,500.00
Furnish Treated Timber Piling	3,900	lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300	lin. ft.	6.00	7,800.00
Drive Timber Piles	104	only	65.00	6,760.00
Drive Steel Piles	20	only	70.00	1,400.00
Class "A" Concrete	790	cu. yds.	75.00	59,250.00
Metal Reinforcement	186,000	lbs.	.13	24,180.00
Pipe Parapet Rail	300	lin. ft.	7.00	2,100.00
				$ 110,840.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)

Structural Excavation	1,700	cu. yds.	$ 8.00	$ 13,600.00
Furnish Treated Timber Piling	19,725	lin. ft.	1.50	29,587.50
Drive Timber Piles	435	only	65.00	28,275.00
Class "A" Concrete	2,384	cu. yds.	75.00	178,800.00
Metal Reinforcement	580,000	lbs.	.13	75,400.00
Handrail	1,520	lin. ft.	12.00	18,240.00
				$ 343,902.50

Subtotal	$ 454,742.50
10% Engr. & Cont.	45,474.25
Total	$ 500,216.75

Length of Roadway.	0.397 mile
Length of 4 Structures	0.037 mile
Total Length	0.434 mile
Cost of Roadway per mile	$2,643,713.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,049,554.44	969,400.00	80,154.44
Structures	500,216.75	462,100.00	38,116.75
	$1,571,771.19	$1,451,500.00	$ 120,271.15

HARBOR DRIVE-LOWELL STREET SECTION

Project No. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co.

Labor		$ 4,270.00
Materials		4,130.00
Equipment		342.00
Misc. & Easements		1,726.00
Salvage Credit		1,658.00 Cr.
		$ 8,810.00
	Use	$ 8,800.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 18, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5296)

Clearing and Grubbing	All	Required	$	$ 16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu. yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu. yds.	0.30	61,800.00
Short Overhaul	680,000	yd. sta.	0.01	6,800.00
Long Overhaul	18,000	C-yd.sta.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	5,500	lin. ft.	0.15	825.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin. ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under R.R.	28	lin. ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under R.R.	26	lin. ft.	45.00	1,170.00
1¼-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
1-inch Galvanised Water Pipe	170	lin. ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330	lin. ft.	1.50	495.00
2-inch Galvanised Water Pipe	900	lin. ft.	2.00	1,800.00
2¼-inch Galvanised Water Pipe	14	lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00

Reconstruction of Manholes	2	only	$250.00	$ 500.00
Class "A" Concrete In Walls	1,510	cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	0.13	101.40
Concrete Curbs	880	cu. yds.	40.00	35,200.00
Concrete Walks	3,100	sq. yds.	4.00	12,400.00
Concrete in Islands	500	cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000	lin. ft.	3.80	19,000.00
Type 3 - 70" Fence	800	rods	24.20	19,360.00
4' x 58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,500	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gal.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.50	115,500.00
3/4-inch Expansion Joints	160	lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	0.50	2,500.00
Dowel Bars	3,300	only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000	sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$890,440.40
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power and Light Co.	All	Required		8,800.00
				$954,140.40

Type Code 6201

Roadway (Sta. LN 60+00 and LS 58+50 to Sta. LN 69+00 and LS 70+00)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Removing Concrete and Masonry	All	Required		7,500.00
Removal of Building "A"	All	Required		7,500.00
Removal of Building "B"	All	Required		7,500.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	600	cu. yds.	3.00	1,800.00
General Excavation, Unclassified	34,600	cu. yds.	0.35	12,110.00
Furnishing and Placing Topsoil	3,300	cu. yds.	2.50	8,250.00
Finishing Roadbed and Slopes	All	Required		1,500.00
8-inch Sewer Pipe	920	lin. ft.	2.00	1,840.00
10-inch Sewer Pipe	190	lin. ft.	2.25	427.50
12-inch Sewer Pipe	70	lin. ft.	2.50	175.00
15-inch Sewer Pipe	230	lin. ft.	3.25	747.50
18-inch Sewer Pipe	140	lin. ft.	3.75	525.00
Extra for Pipe Under Pavement	690	lin. ft.	5.00	3,450.00

8-inch Perforated Metal Drain Pipe	850 lin. ft.	$2.50	$ 2,125.00
Special Backfill in Drains	60 cu. yds.	6.00	360.00
1-inch Galvanized Water Pipe	50 lin. ft.	0.75	37.50
1½-inch Galvanized Water Pipe	50 lin. ft.	1.25	62.50
2-inch Galvanized Water Pipe	280 lin. ft.	1.75	490.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type "G-1"	15 only	75.00	1,125.00
Concrete Inlets, Type "CG-1"	3 only	80.00	240.00
Adjustment of Manholes	3 only	75.00	225.00
Reconstruction of Manholes	5 only	250.00	1,250.00
Concrete Curbs	240 cu. yds.	44.00	10,560.00
Concrete Surfacing	450 sq. yds.	5.00	2,250.00
Concrete in Islands	90 cu. yds.	44.00	3,960.00
1½-inch Electrical Conduit	40 lin. ft.	2.00	80.00
Metal Guard Rail	2,200 lin. ft.	3.00	6,600.00
Portable Traffic Barrier	800 lin. ft.	5.00	4,000.00
Type 3 - 70" Fence	44 rods	20.00	880.00
Coarse Crushed Material in Base	14,500 cu. yds.	2.60	37,700.00
3/4" - 0 Material in Base	1,600 cu. yds.	2.75	4,400.00
Sprinkling	380 M-gal.	3.00	1,140.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	170 cu. yds.	4.25	722.50
RC-3 Asphalt	26 tons	44.00	1,144.00
Class "C" Asphaltic Concrete	130 tons	7.50	975.00
Class "B" Asphaltic Concrete	4,500 tons	6.75	30,375.00
Asphaltic Concrete Traffic Markers	1,000 lin. ft.	1.00	1,000.00
Structural Excavation	350 cu. yds.	5.00	1,750.00
Class "A" Concrete	All Required	(30%)	13,669.50
Metal Reinforcement	All Required	(5%)	3,146.65
			$197,192.65
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing	All Required		2,500.00
Work by City of Portland (Water Mains)	All Required		75,500.00
Illumination for Detour Traffic	All Required		15,000.00
			$292,192.65
	Subtotal		$1,246,333.05
	10% Engr. & Cont.		124,633.30
	Total		$1,370,966.35

Type Code X221

Sheridan Street Overcrossing (Sta. "Ls" 76+50.56 to Sta. "Ls" 77+99.59)
(Contract No. 5322)

Structural Excavation	350 cu. yds.	$4.00	$ 1,400.00
Furnish Treated Timber Piling	3,900 lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300 lin. ft.	5.00	6,500.00
Drive Timber Piles	104 only	35.00	3,640.00
Drive Steel Piles	20 only	50.00	1,000.00
Class "A" Concrete	790 cu. yds.	56.00	44,240.00
Metal Reinforcement	186,000 lbs.	0.13	24,180.00
Pipe Parapet Rail	300 lin. ft.	6.00	1,800.00
			$ 88,610.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700	cu. yds.	$8.00	$ 13,600.00
Furnish Treated Timber Piling	19,725	lin. ft.	1.40	27,615.00
Drive Timber Piles	435	only	70.00	30,450.00
Class "A" Concrete	2,384	cu. yds.	62.00	147,808.00
Metal Reinforcement	580,000	lbs.	0.105	60,900.00
Handrail	1,520	lin. ft.	6.00	9,120.00
				$289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. "Ls" 64+50 to Sta. 66+58)

Construct Detours and Maintain Traffic	All	Required	$	$110,000.00
Salvage and Demolition Work on Existing Subway	All	Required		2,500.00
Special Backfill	2,100	cu. yds.	3.00	6,300.00
Furnish Treated Timber Piling	14,575	lin. ft.	1.25	18,218.75
Drive Piles	583	only	50.00	29,150.00
Furnish and Drive Treated Timber Test Piles	3	only	225.00	675.00
Class "A" Concrete	All	Required	(70%)	31,895.50
Class "A-A" Concrete	All	Required		87,100.00
Metal Reinforcement	All	Required	(95%)	59,786.35
8-inch Metal Drain Pipe	70	lin. ft.	2.50	175.00
Waterproofing	240	sq. yds.	5.00	1,200.00
2-inch Mortar Protection	135	sq. yds.	2.00	270.00
				$347,270.60

Subtotal	$725,373.60
10% Engr. & Cont.	72,537.36
Total	$797,910.96

Length of Roadway - - - - - - - 0.397 Mile
Length of 5 Structures- - - - - 0.037 Mile
Total Length - - - - - - - 0.434 Mile
Cost of Roadway Per Mile- - - - $3,453,315.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,370,966.35	1,266,000.00	104,966.35
Structures	797,910.96	737,000.00	60,910.96
	$2,190,877.31	$2,023,000.00	$167,877.31

HARBOR DRIVE-LOWELL STREET SECTION

PROJECT NO. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co.

Labor	$4,270.00
Materials	4,130.00
Equipment	342.00
Misc. and Easements	1,726.00
Salvage Credit	1,658.00 Cr.
	$8,810.00
USE	$8,800.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 9, 1959

Type Code P. E.

Preliminary Engineering		All Required		$22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5296)

Clearing and Grubbing	All	Required		$16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu. yds.	$3.00	29,700.00
Strutural Excavation, Unclassified	1,100	cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu. yds.	.30	61,800.00
Short Overhaul	680,000	yd. sta.	.01	6,800.00
Long Overhaul	18,000	C-yd. sta.	.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	5,500	lin. ft.	.15	825.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin. ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 gage under Railroad	28	lin. ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 gage under Railroad	26	lin. ft.	45.00	1,170.00
1½-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170	lin. ft.	1.00	170.00
1¼-inch Galvanized Water Pipe	330	lin. ft.	1.50	495.00

2-inch Galvanised Water Pipe	900	lin. ft.	$2.00	$ 1,800.00
2½-inch Galvanised Water Pipe	14	lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00
Reconstruction of Manholes	2	only	250.00	500.00
Class "A" Concrete in Walls	1,510	cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	.13	101.40
Concrete Curbs	880	cu. yds.	40.00	35,200.00
Concrete Walks	3,100	sq. yds.	4.00	12,400.00
Concrete in Islands	500	cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000	lin. ft.	3.80	19,000.00
Type 3 - 70" Fence	800	rods	24.20	19,360.00
4' x 58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,400	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gals.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	Tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.50	115,500.00
3/4-inch Expansion Joints	160	lin. ft.	.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	.50	2,500.00
Dowel Bars	3,300	only	.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	.135	4,995.00
Wire Fabric Reinforcement	33,000	sq. yds.	.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$890,440.40
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power & Light Co.	All	Required		8,800.00
				$954,140.40

Type Code 6201
Roadway (Sta. LN 60+00 & LS 58+50 to Sta. LN 69+00 & LS 70+00)

Clearing and Grubbing	All Required		$10,000.00
Removing Concrete and Masonry	All Required		11,000.00
Removal of Building "A"	All Required		7,500.00
Removal of Building "B"	All Required		7,500.00
Salvage and Cap Irrigation System	All Required		2,500.00
Drainage Excavation, Unclassified	600 cu. yds.	$3.00	1,800.00
General Excavation, Unclassified	34,600 cu. yds.	.35	12,100.00
Furnishing and Placing Topsoil	3,300 cu. yds.	2.50	8,250.00
Finishing Roadbed and Slopes	All Required		1,500.00
8-inch Sewer Pipe	920 lin. ft.	2.00	1,840.00
10-inch Sewer Pipe	190 lin. ft.	2.25	427.50
12-inch Sewer Pipe	70 lin. ft.	2.50	175.00
15-inch Sewer Pipe	230 lin. ft.	3.25	747.50
18-inch Sewer Pipe	140 lin. ft.	3.75	525.00
Extra for Pipe under Pavement	690 lin. ft.	5.00	3,450.00
8-inch Perforated Metal Drain Pipe	850 lin. ft.	2.50	2,125.00
Special Backfill in Drains	60 cu. yds.	6.00	360.00
1-inch Galvanized Water Pipe	50 lin. ft.	.75	37.50
1½-inch Galvanized Water Pipe	50 lin. ft.	1.25	62.50
2-inch Galvanized Water Pipe	280 lin. ft.	1.75	490.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type "G-1"	15 only	75.00	1,125.00
Concrete Inlets, Type "CG-1"	3 only	80.00	240.00
Adjustment of Manholes	3 only	75.00	225.00
Reconstruction of Manholes	5 only	250.00	1,250.00
Concrete Curbs	240 cu. yds.	44.00	10,560.00
Concrete Surfacing	450 sq. yds.	5.00	2,250.00
Concrete in Islands	90 cu. yds.	44.00	3,960.00
1½-inch Electrical Conduit	40 lin. ft.	2.00	80.00
Metal Guard Rail	2,200 lin. ft.	3.00	6,600.00
Portable Traffic Barrier	800 lin. ft.	5.00	4,000.00
Type 3 - 70" Fence	44 rods	20.00	880.00
Coarse Crushed Material in Base	14,500 cu. yds.	2.60	37,700.00
3/4" - 0 Material in Base	1,600 cu. yds.	2.75	4,400.00
Sprinkling	380 M-gals.	3.00	1,140.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	170 cu. yds.	4.25	722.50
RC-3 Asphalt	26 tons	44.00	1,144.00
Class "C" Asphaltic Concrete	130 tons	7.50	975.00
Class "B" Asphaltic Concrete	4,500 tons	6.75	30,375.00
Asphaltic Concrete Traffic Markers	1,000 lin. ft.	1.00	1,000.00
Structural Excavation	350 cu. yds.	5.00	1,750.00
Class "A" Concrete	All Required (30%)		13,669.50
Metal Reinforcement	All Required (5%)		3,146.65
			$200,692.65

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing	All Required		2,500.00
Work by City of Portland (Water Mains)	All Required		75,500.00
Illumination for Detour Traffic	All Required		15,000.00
			$295,692.65
	Subtotal		$1,249,833.05
	10% Engr. & Cont.		124,983.30
	Total		$1,374,816.35

Type Code X221
Sheridan Street Overcrossing (Sta. "Le" 76+50.56 to Sta. "Le" 77+99.59)
(Contract No. 5322)

Structural Excavation	350 cu. yds.	$4.00	$ 1,400.00
Furnish Treated Timber Piling	3,900 lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300 lin. ft.	5.00	6,500.00
Drive Timber Piles	104 only	35.00	3,640.00
Drive Steel Piles	20 only	50.00	1,000.00
Class "A" Concrete	790 cu. yds.	56.00	44,240.00
Metal Reinforcement	186,000 lbs.	.13	24,180.00
Pipe Parapet Rail	300 lin. ft.	6.00	1,800.00
			$88,610.00

Type Code X721
Porter Street Undercrossing (Sta. "Le" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700 cu. yds.	$8.00	$ 13,600.00
Furnish Treated Timber Piling	19,725 lin. ft.	1.40	27,615.00
Drive Timber Piles	435 only	70.00	30,450.00
Class "A" Concrete	2,384 cu. yds.	62.00	147,808.00
Metal Reinforcement	580,000 lbs.	.105	60,900.00
Handrail	1,520 lin. ft.	6.00	9,120.00
			$289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. "Le" 64+50 to Sta. 66+58)

Construct Detours and Maintain Traffic	All Required		$110,000.00
Salvage and Demolition work on existing subway	All Required		2,500.00
Special Backfill	2,100 cu. yds.	$3.00	6,300.00
Furnishing Treated Timber Piling	14,575 lin. ft.	1.25	18,218.75
Drive Piles	583 only	50.00	29,150.00
Furnish and Drive Treated Timber Test Piles	3 only	225.00	675.00
Class "A" Concrete	All Required (70%)		31,895.50
Class "A-A" Concrete	All Required		87,100.00
Metal Reinforcement	All Required (95%)		59,786.35

8-inch Metal Drain Pipe	70 lin. ft. 4	$2.50	$ 175.00
Waterproofing	240 sq. yds.	5.00	1,200.00
2-inch Mortar Protection	135 sq. yds.	2.00	270.00
			$347,270.60
	Subtotal		$725,373.60
	10% Engr. & Cont.		72,537.36
	Total		$797,910.96

Length of Roadway	0.397 Mile
Length of 5 Structures	0.037 Mile
Total Length	0.434 Mile
Cost of Roadway per Mile	$3,463,013.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,374,816.35	1,269,000.00	105,816.35
Structures	797,910.96	737,000.00	60,910.96
	$2,194,727.31	$2,026,000.00	$168,727.31

HARBOR DRIVE-LOWELL STREET SECTION

Project No. I-5-6(12)300

Estimate of Costs of Work to be Done by the Pacific Power and Light Co.

Labor		$4,270.00
Materials		4,120.00
Equipment		342.00
Misc. and Easements		1,726.00
Salvage Credit		1,658.00 cr.
		$8,810.00
	Use	$8,800.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement. Estimate revised to include work by Multnomah County and Northwest Natural Gas Co.

Salem, Oregon, May 19, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5296)

Clearing and Grubbing	All	Required		$16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu. yds.	$3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu. yds.	.30	61,800.00
Short Overhaul	680,000	yd. stas.	.01	6,800.00
Long Overhaul	18,000	C-yd. stas.	.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	5,500	lin. ft.	.15	825.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin. ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under Railroad	28	lin. ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under Railroad	26	lin. ft.	45.00	1,170.00

Project No. I-5-6(12)300

1½-inch Electrical Conduit	500 lin. ft.	$2.00	$ 1,000.00
1-inch Galvanised Water Pipe	170 lin. ft.	1.00	170.00
1½-inch Galvanised Water Pipe	330 lin. ft.	1.50	495.00
2-inch Galvanised Water Pipe	900 lin. ft.	2.00	1,800.00
2½-inch Galvanised Water Pipe	14 lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26 only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40 only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2 only	75.00	150.00
Concrete Inlets, Type "CG"	6 only	75.00	450.00
Concrete Inlets, Type "CG-1"	4 only	75.00	300.00
Concrete Manholes	30 only	250.00	7,500.00
Adjustment of Manholes	5 only	100.00	500.00
Reconstruction of Manholes	2 only	250.00	500.00
Class "A" Concrete in Walls	1,510 cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10 cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000 lbs.	.13	38,480.00
Metal Reinforcement in Headwalls	780 lbs.	.13	101.40
Concrete Curbs	880 cu. yds.	40.00	35,200.00
Concrete Walks	3,100 sq. yds.	4.00	12,400.00
Concrete in Islands	500 cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400 lin. ft.	2.45	15,680.00
Metal Median Barrier	5,000 lin. ft.	3.80	19,000.00
Type 3-70" Fence	800 rods	24.20	19,360.00
4' x 58" Metal Gates	16 only	66.00	1,056.00
Coarse Crushed Material in Base	62,500 tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760 tons	1.80	10,368.00
Sprinkling	1,000 M-gals	3.50	3,500.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	600 tons	3.20	1,920.00
RC-3 Asphalt	90 tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460 tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300 tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080 lin. ft.	.75	810.00
8-inch Portland Cement Concrete Pavement	33,000 sq. yds.	3.50	115,500.00
3/4" Expansion Joints	160 lin. ft.	.50	80.00
Sawed Contraction Joints	5,000 lin. ft.	.50	2,500.00
Dowel Bars	3,300 only	.75	2,475.00
Tie Bars and Bar Reinforcement	37,000 lbs.	.135	4,995.00
Wire Fabric Reinforcement	33,000 sq. yds.	.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200 tons	2.00	2,400.00
			$890,440.40
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,400.00
Adjustment of Water Lines (City of Portland)	All Required		50,000.00
Work by Pacific Power & Light Co.	All Required		8,800.00
Work by Multnomah County	All Required		2,800.00
			$956,940.40

Type Code 6201
Roadway (Sta. LN 60+00 & LS 58+50 to Sta. LN 69+00 & LS 70+00)(Contract No. 5459)

Clearing and Grubbing	All	Required		$1,000.00
Removing Concrete and Masonry	All	Required		8,000.00
Removal of Building "A"	All	Required		7,200.00
Removal of Building "B"	All	Required		7,300.00
Salvage and Cap Irrigation System	All	Required		1,500.00
Drainage Excavation, Unclassified	600	cu. yds.	$4.00	2,400.00
General Excavation, Unclassified	34,600	cu. yds.	1.00	34,600.00
Furnishing and Placing Topsoil	3,300	cu. yds.	1.50	4,950.00
Finishing Roadbed and Slopes	All	Required		1,000.00
8-inch Sewer Pipe	920	lin. ft.	1.60	1,472.00
10-inch Sewer Pipe	190	lin. ft.	2.20	418.00
12-inch Sewer Pipe	70	lin. ft.	2.60	182.00
15-inch Sewer Pipe	230	lin. ft.	3.40	782.00
18-inch Sewer Pipe	140	lin. ft.	4.00	560.00
Extra for Pipe Under Pavement	690	lin. ft.	1.50	1,035.00
8-inch Perforated Metal Drain Pipe	850	lin. ft.	2.40	2,040.00
Special Backfill in Drains	60	cu. yds.	5.00	300.00
1-inch Galvanized Water Pipe	50	lin. ft.	1.10	55.00
1½-inch Galvanized Water Pipe	50	lin. ft.	1.70	85.00
2-inch Galvanized Water Pipe	280	lin. ft.	2.00	560.00
Concrete Manholes	2	only	325.00	650.00
Concrete Inlets, Type "G-1"	15	only	140.00	2,100.00
Concrete Inlets, Type "CG-1"	3	only	175.00	525.00
Adjustment of Manholes	3	only	150.00	450.00
Reconstruction of Manholes	5	only	200.00	1,000.00
Concrete Curbs	240	cu. yds.	50.50	12,120.00
Concrete Surfacing	450	sq. yds.	2.75	1,237.50
Concrete in Islands	90	cu. yds.	35.00	3,150.00
1½-inch Electrical Conduit	40	lin. ft.	2.00	80.00
Metal Guard Rail	2,200	lin. ft.	2.75	6,050.00
Portable Traffic Barrier	800	lin. ft.	4.30	3,440.00
Type 3 - 70" Fence	44	rods	16.75	737.00
Coarse Crushed Material in Base	14,500	cu. yds.	2.71	39,295.00
3/4" - 0 Material in Base	1,600	cu. yds.	3.08	4,928.00
Sprinkling	380	M-gals.	3.20	1,216.00
Preparation of Base	All	Required		1,070.00
3/4" - 0 Material in Binder Course	170	cu. yds.	3.70	629.00
RC-3 Asphalt	26	tons	53.50	1,391.00
Class "C" Asphaltic Concrete	130	tons	7.15	929.50
Class "B" Asphaltic Concrete	4,500	tons	6.05	27,225.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	.65	650.00
Structural Excavation	350	cu. yds.	3.00	1,050.00
Class "A" Concrete	All	Required	(30%)	7,926.00
Metal Reinforcement	All	Required	(5%)	2,676.50
				$195,964.50

Flagging (57½% of Contractor's Cost)	All	Required		$ 2,000.00
Signing	All	Required		2,500.00
Work by City of Portland (Water Mains)	All	Required		75,500.00
Illumination for Detour Traffic	All	Required		15,000.00
Work by Northwest Natural Gas Co.	All	Required		1,800.00
				$292,764.50
		Subtotal		$1,249,704.90
		10% Engr. & Cont.		124,970.49
		Total		$1,374,675.39

Type Code X221
Sheridan Street Overcrossing (Sta. "Ls" 76+50.56 to Sta. "Ls" 77+99.59)(Contract No. 5322)

Structural Excavation	350	cu. yds.	$4.00	$ 1,400.00
Furnish Treated Timber Piling	3,900	lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300	lin. ft.	5.00	6,500.00
Drive Timber Piles	104	only	35.00	3,640.00
Drive Steel Piles	20	only	50.00	1,000.00
Class "A" Concrete	790	cu. yds.	56.00	44,240.00
Metal Reinforcement	186,000	lbs.	.13	24,180.00
Pipe Parapet Rail	300	lin. ft.	6.00	1,800.00
				$88,610.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700	cu. yds.	$8.00	$13,600.00
Furnish Treated Timber Piling	19,725	lin. ft.	1.40	27,615.00
Drive Timber Piles	435	only	70.00	30,450.00
Class "A" Concrete	2,384	cu. yds.	62.00	147,808.00
Metal Reinforcement	580,000	lbs.	.105	60,900.00
Handrail	1,520	lin. ft.	6.00	9,120.00
				$289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. "Ls" 64+50 to Sta. 66+58)(Contract No. 5459)

Construct Detours and Maintain Traffic	All	Required		$ 37,000.00
Salvage and Demolition work on existing subway	All	Required		1,375.00
Special Backfill	2,100	cu. yds.	$2.60	5,460.00
Furnish Treated Timber Piling	14,575	lin. ft.	1.16	16,907.00
Drive Piles	583	only	25.00	14,575.00
Furnish and Drive Treated Timber Test Piles	3	only	150.00	450.00
Class "A" Concrete	All	Required	(70%)	18,494.00
Class "A-A" Concrete	All	Required		54,227.00
Metal Reinforcement	All	Required	(95%)	50,853.50
8-inch Metal Drain Pipe	70	lin. ft.	4.00	280.00

Waterproofing	240 sq. yds.	$3.90	$ 936.00
2-inch Mortar Protection	135 Sq. yds.	3.00	405.00
			$200,962.50
	Subtotal		$579,065.50
	10% Engr. & Cont.		57,906.55
	Total		$636,972.05

Length of Roadway - 0.397 Mile
Length of 5 Structures - 0.037 Mile
Total Length - 0.434 Mile

Cost of Roadway Per Mile - $3,462,658.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,374,675.39	1,269,700.00	104,975.39
Structures	636,972.05	588,300.00	48,672.05
	$2,033,647.44	$1,878,000.00	$155,647.44

HARBOR DRIVE-LOWELL STREET SECTION

Project No. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co.

Labor		$4,270.00
Materials		4,130.00
Equipment		342.00
Miscellaneous and Easements		1,726.00
Salvage Credit		1,658.00 cr.
		$8,810.00
	Use	$8,800.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 29, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)

Clearing and Grubbing	All Required	$	$ 40,000.00
Removing Concrete and Masonry	All Required		26,000.00
Salvage and Cap Irrigation System	All Required		250.00
Drainage Excavation, Unclassified	9,900 cu. yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,000 cu. yds.	5.00	5,000.00
General Excavation, Unclassified	206,000 cu. yds.	0.44	90,640.00
Short Overhaul	680,000 yd. stas.	0.01	6,800.00
Long Overhaul	18,000 C-yd. stas.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000 cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All Required		2,500.00
Rounding Cutbanks	5,500 lin. ft.	0.20	1,100.00
8-inch Sewer Pipe	2,620 lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540 lin. ft.	2.50	8,850.00
15-inch Sewer Pipe	620 lin. ft.	3.25	2,015.00
18-inch Sewer Pipe	2,200 lin. ft.	3.75	8,250.00
21-inch Sewer Pipe	1,400 lin. ft.	4.50	6,300.00
24-inch Sewer Pipe	1,320 lin. ft.	5.25	6,930.00
30-inch Sewer Pipe	200 lin. ft.	7.00	1,400.00
36-inch Sewer Pipe	150 lin. ft.	9.00	1,350.00
42-inch Sewer Pipe	720 lin. ft.	11.00	7,920.00
48-inch Sewer Pipe	840 lin. ft.	13.00	10,920.00
8-inch Corrugated Metal Pipe	480 lin. ft.	2.50	1,200.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100 lin. ft.	7.50	750.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under R. R.	28 lin. ft.	22.50	630.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under R. R.	26 lin. ft.	30.00	780.00

1½-inch Electrical Conduit	500 lin. ft.	$ 1.60	$ 800.00
1-inch Galvanized Water Pipe	170 lin. ft.	0.80	136.00
1½-inch Galvanized Water Pipe	330 lin. ft.	1.00	330.00
2-inch Galvanized Water Pipe	900 lin. ft.	1.50	1,350.00
2½-inch Galvanized Water Pipe	14 lin. ft.	2.00	28.00
Concrete Inlets, Type "G"	26 only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40 only	85.00	3,400.00
Concrete Inlets, Type "G-2"	2 only	85.00	170.00
Concrete Inlets, Type "CG"	6 only	85.00	510.00
Concrete Inlets, Type "CG-1"	4 only	85.00	340.00
Concrete Manholes	30 only	275.00	8,250.00
Adjustment of Manholes	5 only	50.00	250.00
Reconstruction of Manholes	2 only	100.00	200.00
Class "A" Concrete in Walls	1,360 cu. yds.	50.00	68,000.00
Class "A" Concrete in Headwalls	10 cu. yds.	55.00	550.00
Metal Reinforcement in Walls	294,000 lbs.	0.14	41,160.00
Metal Reinforcement in Headwalls	780 lbs.	0.15	117.00
Concrete Curbs	880 cu. yds.	42.00	36,960.00
Concrete Walks	3,100 sq. yds.	4.50	13,950.00
Concrete in Islands	500 cu. yds.	44.00	22,000.00
Metal Guard Rail	6,400 lin. ft.	3.00	19,200.00
Metal Median Barrier	5,000 lin. ft.	4.50	22,500.00
Type 3-70" Fence	800 rods	17.50	14,000.00
4' x 58" Metal Gates	16 only	50.00	800.00
Coarse Crushed Material in Base	62,500 tons	2.25	140,625.00
3/4" - 0 Material in Base	5,760 tons	2.35	13,536.00
Sprinkling	1,000 M-Gals.	3.00	3,000.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	600 tons	3.25	1,950.00
RC-3 Asphalt	90 tons	42.00	3,780.00
Class "C" Asphaltic Concrete	460 tons	8.00	3,680.00
Class "B" Asphaltic Concrete	13,300 tons	5.75	76,475.00
Asphaltic Concrete Traffic Markers	1,080 lin. ft.	1.00	1,080.00
8-inch Portland Cement Concrete Pavement	33,000 sq. yds.	3.65	120,450.00
3/4-inch Expansion Joints	160 lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000 lin. ft.	0.30	1,500.00
Dowell Bars	3,300 only	0.50	1,650.00
Tie Bars and Bar Reinforcement	37,000 lbs.	0.13	4,810.00
Wire Fabric Reinforcement	33,000 sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200 tons	2.75	3,300.00
			$934,842.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		2,400.00
Adjustment of Water Lines (City of Portland)	All Required		50,000.00
Work By Pacific Tel. & Tel. Co.	All Required		500.00
	Subtotal		$990,242.00
	10% Engr. & Cont.		99,024.20
	Total		$1,089,266.20

Length of Roadway	0.397 Mile
Length of 4 Structures	0.037 Mile
Total Length	0.434 Mile
Cost of Roadway Per Mile	$2,799,159.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$2,000.00
Roadway	1,089,266.20	1,006,000.00	83,266.20
	$1,111,266.20	$1,026,000.00	$85,266.20

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, June 4, 1958

Type Code P. E.

Preliminary Engineering		All Required		22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)

Clearing and Grubbing		All Required		50,000.00
Removing Concrete and Masonry		All Required		30,000.00
Salvage and Cap Irrigation System		All Required		250.00
Drainage Excavation, Unclassified	9,900	cu. yds.	$ 3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu. yds.	5.00	5,500.00
General Excavation, Unclassified	206,000	cu. yds.	0.50	103,000.00
Short Overhaul	680,000	yd. stas.	0.01	6,800.00
Long Overhaul	18,000	C-yd stas.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes		All Required		2,500.00
Rounding Cutbanks	5,500	lin. ft.	0.20	1,100.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.50	8,850.00
15-inch Sewer Pipe	620	lin. ft.	3.25	2,015.00
18-inch Sewer Pipe	2,200	lin. ft.	3.75	8,250.00
21-inch Sewer Pipe	1,400	lin. ft.	4.50	6,300.00
24-inch Sewer Pipe	1,320	lin. ft.	5.25	6,930.00
30-inch Sewer Pipe	200	lin. ft.	7.00	1,400.00
36-inch Sewer Pipe	150	lin. ft.	9.00	1,350.00
42-inch Sewer Pipe	720	lin. ft.	11.00	7,920.00
48-inch Sewer Pipe	840	lin. ft.	13.00	10,920.00
8-inch Corrugated Metal Pipe	400	lin. ft.	2.50	1,200.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	7.50	750.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10 Gage Under R. R.	28	lin. ft.	22.50	630.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8 Gage Under R. R.	26	lin. ft.	30.00	780.00

1½-inch Electrical Conduit	500	lin. ft.	$ 1.60	$ 800.00
1-inch Galvanized Water Pipe	170	lin. ft.	0.80	136.00
1½-inch Galvanized Water Pipe	330	lin. ft.	1.00	330.00
2-inch Galvanized Water Pipe	900	lin. ft.	1.50	1,350.00
2½-inch Galvanized Water Pipe	14	lin. ft.	2.00	28.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	85.00	3,400.00
Concrete Inlets, Type "G-2"	2	only	85.00	170.00
Concrete Inlets, Type "CG"	6	only	85.00	510.00
Concrete Inlets, Type "CG-1"	4	only	85.00	340.00
Concrete Manholes	30	only	275.00	8,250.00
Adjustment of Manholes	5	only	50.00	250.00
Reconstruction of Manholes	2	only	100.00	200.00
Class "A" Concrete in Walls	1,510	cu. yds.	55.00	83,050.00
Class "A" Concrete in Headwalls	10	cu. yds.	55.00	550.00
Metal Reinforcement in Walls	296,000	lbs.	0.14	41,440.00
Metal Reinforcement in Headwalls	780	lbs.	0.15	117.00
Concrete Curbs	880	cu. yds.	42.00	36,960.00
Concrete Walks	3,100	sq. yds.	4.50	13,950.00
Concrete in Islands	500	cu. yds.	44.00	22,000.00
Metal Guard Rail	6,400	lin. ft.	3.00	19,200.00
Metal Median Barrier	5,000	lin. ft.	4.50	22,500.00
Type 3-70" Fence	800	rods	20.00	16,000.00
4' x 58" Metal Gates	16	only	50.00	800.00
Coarse Crushed Material in Base	62,500	tons	2.35	146,875.00
3/4" - 0 Material in Base	5,760	tons	2.45	14,112.00
Sprinkling	1,000	M-Gals.	3.00	3,000.00
Preparation of Base		All Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.25	1,950.00
RC-3 Asphalt	90	tons	42.00	3,780.00
Class "C" Asphaltic Concrete	460	tons	8.00	3,680.00
Class "B" Asphaltic Concrete	13,300	tons	5.75	76,475.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	1.00	1,080.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.70	122,100.00
3/4-inch Expansion Joints	160	lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	0.30	1,500.00
Dowel Bars	3,300	only	0.70	2,310.00
Tie Bars and Bar Reinforcement	37,000	lbs.	0.13	4,810.00
Wire Fabric Reinforcement	33,000	sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.75	3,300.00
				$988,168.00
Flagging (57½% of Contractor's Cost)		All Required		2,500.00
Seeding and Mulching		All Required		2,400.00
Adjustment of Water Lines (City of Portland)		All Required		50,000.00
Work by Pacific Tel. & Tel. Co.		All Required		500.00
		Subtotal		$1,043,568.00
		10% Engr. & Cont.		104,356.80
		Total		$1,147,924.80

Length of Roadway	0.397 Mile
Length of 4 Structures	0.037 Mile
Total Length	0.434 Mile
Cost of Roadway Per Mile	$2,891,498.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
	1,147,924.80	1,060,000.00	87,924.80
	$1,169,924.80	$1,080,000.00	$ 89,924.80

Entered 5296

8-13-59

RECEIVED AUG 11 1959 FOR FILING

Monthly Transaction No. 9-63	Form 2 (9-1_-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. I ~~14~~ (12)300	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
5296		Project No. I-5-6(12)300

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Montgomery St. (Portland) to N. end Project I-303(21)
Harbor Drive-Lovell St. (Portland) Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-28-58	----
Rights-of-Way		
Construction	6-2-58	0.4
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 2,029,671	$ 1,874,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. W. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer August 13, 1959

USComm-DC 40257

August 12, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Harbor Drive-Lowell Street Section, Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

August 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Harbor Drive-Lowell Street Section, Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-5-6(12)300

HARBOR DRIVE-LOWELL STREET SECTION OF THE
PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 22,000.00

Type Code 7221
Roadway (Sta. 100+00 to Sta. 122+89)(Contract No. 5206)

Clearing and Grubbing	All	Required	$	$ 16,500.00
Removing Concrete and Masonry	All	Required		65,000.00
Salvage and Cap Irrigation System	All	Required		2,500.00
Drainage Excavation, Unclassified	9,900	cu. yds.	3.00	29,700.00
Structural Excavation, Unclassified	1,100	cu. yds.	4.00	4,400.00
General Excavation, Unclassified	206,000	cu. yds.	0.30	61,800.00
Short Overhaul	680,000	yd. sta.	0.01	6,800.00
Long Overhaul	18,000	C-yd.sta.	0.40	7,200.00
Furnishing and Placing Topsoil	2,000	cu. yds.	2.50	5,000.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	5,500	lin. ft.	0.15	825.00
8-inch Sewer Pipe	2,620	lin. ft.	2.00	5,240.00
12-inch Sewer Pipe	3,540	lin. ft.	2.35	8,319.00
15-inch Sewer Pipe	620	lin. ft.	2.90	1,798.00
18-inch Sewer Pipe	2,200	lin. ft.	3.25	7,150.00
21-inch Sewer Pipe	1,400	lin. ft.	4.10	5,740.00
24-inch Sewer Pipe	1,320	lin. ft.	4.65	6,138.00
30-inch Sewer Pipe	200	lin. ft.	6.50	1,300.00
36-inch Sewer Pipe	150	lin. ft.	8.00	1,200.00
42-inch Sewer Pipe	720	lin. ft.	10.00	7,200.00
48-inch Sewer Pipe	840	lin. ft.	11.60	9,744.00
8-inch Corrugated Metal Pipe	480	lin. ft.	2.55	1,224.00
21-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert	100	lin. ft.	8.65	865.00
30-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 10-Gage Under Railroad	28	lin. ft.	35.00	980.00
42-inch Asbestos-Protected Corrugated Metal Pipe, Protected Invert, 8-Gage Under Railroad	26	lin. ft.	45.00	1,170.00
1½-inch Electrical Conduit	500	lin. ft.	2.00	1,000.00
1-inch Galvanized Water Pipe	170	lin. ft.	1.00	170.00
1½-inch Galvanized Water Pipe	330	lin. ft.	1.50	495.00
2-inch Galvanized Water Pipe	900	lin. ft.	2.00	1,800.00
2½-inch Galvanized Water Pipe	14	lin. ft.	2.50	35.00
Concrete Inlets, Type "G"	26	only	75.00	1,950.00
Concrete Inlets, Type "G-1"	40	only	75.00	3,000.00
Concrete Inlets, Type "G-2"	2	only	75.00	150.00
Concrete Inlets, Type "CG"	6	only	75.00	450.00
Concrete Inlets, Type "CG-1"	4	only	75.00	300.00
Concrete Manholes	30	only	250.00	7,500.00
Adjustment of Manholes	5	only	100.00	500.00

Reconstruction of Manholes	2	only	$250.00	$ 500.00
Class "A" Concrete in Walls	1,510	cu. yds.	50.00	75,500.00
Class "A" Concrete in Headwalls	10	cu. yds.	50.00	500.00
Metal Reinforcement in Walls	296,000	lbs.	0.13	38,480.00
Metal Reinforcement in Headwalls	780	lbs.	0.13	101.40
Concrete Curbs	880	cu. yds.	40.00	35,200.00
Concrete Walks	3,100	sq. yds.	4.00	12,400.00
Concrete in Islands	500	cu. yds.	40.00	20,000.00
Metal Guard Rail	6,400	lin. ft.	2.45	[illegible]5,680.00
Metal Median Barrier	5,000	lin. ft.	3.80	1[illegible],000.00
Type 3 - 70" Fence	800	rods	24.20	19,360.00
4' x 58" Metal Gates	16	only	66.00	1,056.00
Coarse Crushed Material in Base	62,500	tons	1.80	112,500.00
3/4" - 0 Material in Base	5,760	tons	1.80	10,368.00
Sprinkling	1,000	M-gal.	3.50	3,500.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	600	tons	3.20	1,920.00
RC-3 Asphalt	90	tons	41.00	3,690.00
Class "C" Asphaltic Concrete	460	tons	6.70	3,082.00
Class "B" Asphaltic Concrete	13,300	tons	6.50	86,450.00
Asphaltic Concrete Traffic Markers	1,080	lin. ft.	0.75	810.00
8-inch Portland Cement Concrete Pavement	33,000	sq. yds.	3.50	115,500.00
3/4-inch Expansion Joints	160	lin. ft.	0.50	80.00
Sawed Contraction Joints	5,000	lin. ft.	0.50	2,500.00
Dowel Bars	3,300	only	0.75	2,475.00
Tie Bars and Bar Reinforcement	37,000	lbs.	0.135	4,995.00
Wire Fabric Reinforcement	33,000	sq. yds.	0.75	24,750.00
3/8" - 0 Material in Cushion Course	1,200	tons	2.00	2,400.00
				$890,440.40
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,400.00
Adjustment of Water Lines (City of Portland)	All	Required		50,000.00
Work by Pacific Power & Light Co.	All	Required		8,800.00
Work by Multnomah County	All	Required		2,785.00
				$956,925.40

Type Code 6201
Roadway (Sta. LN 60+00 and LS 58+50 to Sta. LN 69+00 and LS 70+00)
(Contract No. 5439)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Removing Concrete and Masonry	All	Required		8,000.00
Removal of Building "A"	All	Required		7,200.00
Removal of Building "B"	All	Required		7,300.00
Salvage and Cap Irrigation System	All	Required		1,500.00
Drainage Excavation, Unclassified	600	cu. yds.	4.00	2,400.00
General Excavation, Unclassified	34,600	cu. yds.	1.00	34,600.00
Furnishing and Placing Topsoil	3,300	cu. yds.	1.50	4,950.00
Finishing Roadbed and Slopes	All	Required		1,000.00
8-inch Sewer Pipe	920	lin. ft.	1.60	1,472.00
10-inch Sewer Pipe	190	lin. ft.	2.20	418.00
12-inch Sewer Pipe	70	lin. ft.	2.60	182.00

15-inch Sewer Pipe	230 lin. ft.	$3.40	$ 782.00
18-inch Sewer Pipe	140 lin. ft.	4.00	560.00
Extra for Pipe Under Pavement	690 lin. ft.	1.50	1,035.00
8-inch Perforated Metal Drain Pipe	850 lin. ft.	2.40	2,040.00
Special Backfill in Drains	60 cu. yds.	5.00	300.00
1-inch Galvanized Water Pipe	50 lin. ft.	1.10	55.00
1½-inch Galvanized Water Pipe	50 lin. ft.	1.70	85.00
2-inch Galvanized Water Pipe	280 lin. ft.	2.00	560.00
Concrete Manholes	2 only	325.00	650.00
Concrete Inlets, Type "G-1"	15 only	140.00	2,100.00
Concrete Inlets, Type "CG-1"	3 only	175.00	525.00
Adjustment of Manholes	3 only	150.00	450.00
Reconstruction of Manholes	5 only	200.00	1,000.00
Concrete Curbs	240 cu. yds.	50.50	12,120.00
Concrete Surfacing	450 sq. yds.	2.75	1,237.50
Concrete in Islands	90 cu. yds.	35.00	3,150.00
1½-inch Electrical Conduit	40 lin. ft.	2.00	80.00
Metal Guard Rail	2,200 lin. ft.	2.75	6,050.00
Portable Traffic Barrier	800 lin. ft.	4.30	3,440.00
Type 3 - 70" Fence	44 rods	16.75	737.00
Coarse Crushed Material in Base	14,500 cu. yds.	2.71	39,295.00
3/4" - 0 Material in Base	1,600 cu. yds.	3.08	4,928.00
Sprinkling	380 M-gal.	3.20	1,216.00
Preparation of Base	All Required		1,070.00
3/4" - 0 Material in Binder Course	170 cu. yds.	3.70	629.00
RC-3 Asphalt	26 tons	53.50	1,391.00
Class "C" Asphaltic Concrete	130 tons	7.15	929.50
Class "B" Asphaltic Concrete	4,500 tons	6.05	27,225.00
Asphaltic Concrete Traffic Markers	1,000 lin. ft.	0.65	650.00
Structural Excavation	350 cu. yds.	3.00	1,050.00
Class "A" Concrete	All Required	(30%)	7,926.00
Metal Reinforcement	All Required	(5%)	2,676.50
			$195,964.50
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing	All Required		2,500.00
Work by City of Portland (Water Mains)	All Required		72,000.00
Illumination for Detour Traffic	All Required		15,000.00
Work by Northwest Natural Gas Co.	All Required		1,700.00
			$289,164.50
	Subtotal		$1,246,089.90
	10% Engr. & Cont.		124,608.99
	Total		$1,370,698.89

Type Code X221

**Sheridan Street Overcrossing (Sta. "Le" 76+50.56 to Sta. "Le" 77+99.59)
(Contract No. 5322)**

Structural Excavation	350 cu. yds.	$4.00	$ 1,400.00
Furnish Treated Timber Piling	3,900 lin. ft.	1.50	5,850.00
Furnish Steel Piling	1,300 lin. ft.	5.00	6,500.00
Drive Timber Piles	104 only	35.00	3,640.00

Drive Steel Piles	20 only	$50.00	$ 1,000.00
Class "A" Concrete	790 cu. yds.	56.00	44,240.00
Metal Reinforcement	186,000 lbs.	0.13	24,180.00
Pipe Parapet Rail	300 lin. ft.	6.00	1,800.00
			$ 88,610.00

Separate Contract Hood Ave. U'xing (P.S. & E. Status)

Concrete Slab Riprap	700 sq. yds.	$9.00	$ 6,300.00

Type Code X721
Porter Street Undercrossing (Sta. "Ls" 90+23.73)(Contract No. 5384)

Structural Excavation	1,700 cu. yds.	$8.00	$ 13,600.00
Furnish Treated Timber Piling	19,725 lin. ft.	1.40	27,615.00
Drive Timber Piles	435 only	70.00	30,450.00
Class "A" Concrete	2,384 cu. yds.	62.00	147,808.00
Metal Reinforcement	580,000 lbs.	0.105	60,900.00
Handrail	1,520 lin. ft.	6.00	9,120.00
			$289,493.00

Type Code X720
Water Avenue Undercrossing (Sta. Ls 64+50 to Sta. 66+58)(Contract No. 5459)

Construct Detours and Maintain Traffic	All Required	$	$ 37,000.00
Salvage and Demolition Work on Existing Subway	All Required		1,375.00
Special Backfill	2,100 cu. yds.	2.60	5,460.00
Furnish Treated Timber Piling	14,575 lin. ft.	1.16	16,907.00
Drive Piles	583 only	25.00	14,575.00
Furnish and Drive Treated Timber Test Piles	3 only	150.00	450.00
Class "A" Concrete	All Required (70%)		18,494.00
Class "A-A" Concrete	All Required		54,227.00
Metal Reinforcement	All Required (95%)		50,853.50
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
Waterproofing	240 sq. yds.	3.90	936.00
2-inch Mortar Protection	135 sq. yds.	3.00	405.00
			$200,962.50
	Subtotal		$579,065.50
	10% Engr. & Cont.		57,906.55
	Structures Under Contract Total		$636,972.05

Type Code X721
Hood Avenue Undercrossing (Sta. Ls 121+91.26)

Structural Excavation	920 cu. yds.	$12.00	$ 11,040.00
Furnish Steel Piling	650 lin. ft.	5.00	3,250.00
Drive Steel Piles	17 only	70.00	1,190.00
Splice Steel Piles	4 only	45.00	180.00
Class "A" Concrete (1,750 cu.yds. at $65.00)	All Required		113,750.00
Metal Reinforcement (410,100 lbs. at $0.13)	All Required		53,313.00

Metal Parapet Rail	400 lin. ft.	8.00	$ 3,200.00
Concrete Slab Riprap	1,200 sq. yds.	9.00	10,800.00
			$196,723.00
	Subtotal		$203,023.00
	10% Engr. & Cont.		20,302.30
	Structures P.S. & E. Status Total		$223,325.30

Length of Roadway - - - - - - - - - - 0.397 Mile
Length of 5 Structures- - - - - - - 0.037 Mile
Total Length- - - - - - - - - - - - 0.434 Mile
Cost of Roadway Per Mile- - - - - - $3,452,642.06

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Project Agreement			
Preliminary Engineering	$ 22,000.00	$ 20,000.00	$ 2,000.00
Roadway	1,370,698.89	1,266,000.00	104,698.89
Structures	636,972.05	588,000.00	48,972.05
	$2,029,670.94	$1,874,000.00	$155,670.94
P.S. & E. Status			
Structure	$ 223,325.30	$ 206,000.00	$ 17,325.30
GRAND TOTAL	$2,252,996.24	$2,080,000.00	$172,996.24

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Program Status

Work: 1 Pedestrian Undercrossing
Federal Funds: $240,000.00

HARBOR DRIVE-LOWELL STREET SECTION
PROJECT NO. I-5-6(12)300

Estimate of costs of work to be done by the Pacific Power and Light Co. (Contract 5296)

Labor		$ 4,270.00
Materials		4,130.00
Equipment		342.00
Misc. and Easements		1,726.00
Salvage Credit		1,658.00 Cr.
		$ 8,810.00
	USE	$ 8,800.00

Estimated cost of work by City of Portland (Water Lines Contract 5459)

Material		$17,556.84
Labor		37,621.80
Equipment		3,762.18
Misc. and Overhead		13,167.63
		$72,108.45
	USE	$72,000.00

Estimated cost of work by Northwest Natural Gas Co. (Contract 5459)

Labor		$ 493.16
Equipment		149.60
Material		709.36
Misc. and Overhead		376.82
		$ 1,728.94
	USE	$ 1,700.00

Estimated costs of work by City of Portland (Contract 5296)

Materials		$13,718.70
Labor		30,486.00
Equipment		3,556.70
Misc.		3,048.60
		$50,810.00
	USE	$50,000.00

Estimated costs of work by Multnomah County (Contract 5296)
Contract "Tice Electric Co."

Materials		$ 1,950.00
Labor		735.00
Equipment		100.00
		$ 2,785.00
	USE	$ 2,785.00

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JUL 31 1961
FOR FILING
5-76

July 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

As requested in your letter of June 9, there has been submitted to you a certification from our Engineer of Materials covering the record sampling on the Harbor Drive-Lowell Street Section of the Pacific Highway. You also requested comments on the change from sawed joints to prefabricated joints.

Attached is a memo written by our Division Engineer concerning the pavement laid on the North Jefferson Junction-North Albany Section (Project I-176(19) paving project. This memo goes into some detail on the problems encountered on the project in sawing the joints.

Due to the difficulties encountered in controlling the cracking during the sawing of the joints, the contractor on this project was given the option of sawing or using preformed joints. The same contractor had both jobs and decided to use the preformed joints on this project. This was an experiment on our part to determine which method was best for both the State and the contractor.

Our present specification for contraction joints is detailed in the Supplemental Standard Specifications for Portland Cement Concrete Pavement, issue of May 1961, two copies of which are attached. This specification requires that grooves be formed by means of a vibrating cutting bar of approved design.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB::fp fn

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO :Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: June 9, 1961

Polk

FROM :C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT:Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Unit
Pacific Highway

We have received certification by your materials department that materials used on subject project met specifications but record sample data is not covered.

As you know, we consider and will accept samples taken by central laboratory and/or Division soils and geology personnel as being "record samples". We know that pavement cores, both asphaltic concrete and portland cement concrete were taken and tested in such manner.

May we have covering certification? It is needed in the preparation of our final report.

In reviewing project data it was noted that by notice to prospective bidders, dated June 5, 1958, sawing of contraction joints was required. Please comment on the "as constructed" change.

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1961
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JUN 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

24-1034

During the 1958 construction season a contract was let to Roy L. Houck on the North Jefferson Junction-North Albany Junction Section of the Pacific Highway - Interregional embodying reinforced concrete pavement. This contract contemplated the construction of 9.12 miles of P.C. pavement in the southbound lanes and involved some 133,000 square yards of pavement.

Since this was the first concrete pavement constructed by the Oregon Highway Commission for a considerable number of years and since it involved radical departure from previous design and from design generally in use in adjacent Pacific states, it has been a subject of considerable interest. It has indeed been a privilege and an experience of absorbing interest to all of us who were involved in this work and while we found it necessary to effect some changes and modifications, the basic design was found to be substantially sound.

The typical section provided for 12-foot lanes with 10 and 6-foot shoulders. The concrete slab 8 inches in thickness with wire fabric reinforcement in 60-foot length mats, the mats being placed 2½ inches from the surface. Twelve-inch bar reinforced panels 20 feet in length were used at all structure ends.

The design called for expansion joints only at structure ends. Transverse weakened plane joints were spaced 61½ feet apart and were to be sawed joints, the depth of the saw cut 2½ inches. The pavement was laid in 12-foot widths. Steel forms were used.

The equipment provided by the contractor was all new and of the latest and most approved type. The contractor's operation was well planned and efficient.

The batching plant was a Johnston and was located at the crusher site. It was of ample capacity and completely automatic push button control type.

There were five separate weighing compartments provided for the aggregate and cement. The aggregate was separated into four sizes — 2½" to 1½", 1½" to 3/4", 3/4" to 1/4" and sand. Instead of the old system of weighing and dumping separately into the truck compartments, this plant provided for individual weighing of each of the five compartments and for all five to dump simultaneously, which tended to premix the dry aggregates as they went into the truck compartments.

The mixer was a Rex dual drum type of 34-cubic foot capacity with 10% allowable tolerance, which made possible a 1¼ cubic yard batch. The cement ratio was 1.4 barrels or 5.6 sacks per cubic yard and total mixing time in the two drums was 60 seconds. The machine, together with the batch trucks operated on the 10-foot shoulder during construction of the first

12-foot strip. The second strip was poured with mixer and trucks operating on the finished strip after proper curing time was provided and the required strength of 3,300 PSI was attained. The mixer was provided with a 35-foot swinging boom.

The placing equipment was all mounted on the form rails and consisted of a train of machines, which eliminated practically all hand work.

First in line was the spreader, which was a Blaw Knox machine. This machine spread the material placed by the mixer to required thickness and also embodied the vibrator bar, which was mounted on the rear of the machine. Two courses were laid by this machine as will be explained later. Following the two passes of the spreader was a Rex finishing or strike off machine, which consisted of a mounted strike off blade with horizontal movement.

Next came the Johnson float, consisting of a diagonally mounted series of mahogany shod floats which provide the final finish. This is a key machine and the resultant surface smoothness depends greatly upon its proper operation.

Following the float was a Rex broom and membrane spreader. Wire brooms were mounted on a continuous transverse belt. A peculiarity in this operation was that owing to simultaneous longitudinal and transverse movement the broom marks were not at right angle to the pavement edge. This machine also mounted a spraying device which applied the curing membrane.

An excellent roadbed and base were provided. Roadbed materials over all but the southern portion were rocky in character and were thoroughly compacted. A grid roller was used in compaction of the upper portion of the roadbed.

The base, composed of crushed Santiam River gravels, was compacted by rubber-tired and steel wheel rollers and finally by vibratory compactor method. A cushion course of 3/8" - 0 material was used directly between the base course and pavement. This course was placed subsequent to placing of the steel forms and attempt was made to hold it to a bare minimum in thickness.

The pavement was laid in two lifts. At first a 5½-inch lift was placed and compacted for a distance of approximately 150 feet, variable according to weather and humidity, then the wire mesh was applied. The mixer operation from the shoulder was then backed and the last 2½ inches laid. These depths were soon found impractical. With a maximum aggregate size of 2½ inches the large particles tended to be caught by the floats of the Johnston finishing machine and drag the wire mesh reinforcement, causing displacement and making proper finishing very difficult. To overcome this the lifts were changed to 5 inches and 3 inches. To further facilitate finishing the maximum aggregate size has been changed on the current North Albany Junction-Lebanon Road contract from 2½ to 1½ inches and the mesh placed 2½ inches from the surface.

Design called for a keyway to be formed longitudinally where the pavement is poured in 12-foot widths. To form such a keyway when steel forms are used, it is necessary to pour the grooved section in the first slab. Trouble developed here immediately. The weather was hot and dry and the upper portion of the keyway, being adjacent to the steel forms and only about 2½ inches in thickness, lost its moisture very quickly and consequently attained very poor curing characteristics. The result was that when the form was removed the upper lip tended to crack off. To avoid this condition the keyway was eliminated on a portion of the project and the horizontal tie bars doubled in number.

However, it is not considered good design to eliminate the keyway; therefore, the current project provides again for a key to be formed.

Our next and most annoying problem arose in the forming of the weakened plane joints. Intensive preliminary study tended to point to the sawed joint as being most desirable and we found it being used quite successfully in other states. This method was therefore specified and the saw cut depth was set at 2½ inches.

Difficulties immediately became apparent. The weather was unseasonably hot and the humidity very low during almost all of the working period. The temperature change from hot daytime to cool of evening and nights produced a slab tension so great that when sawing operations were only part way across the slab the weakening caused by this cut resulted in premature cracking of the unsawed remaining portion.

Every imaginable scheme was tried to prevent this condition. The obvious one, of course, was early sawing. However, here we found that with the extremely hard Santiam River aggregate early sawing was not possible. The saw blade coming into contact with the large hard aggregate particles before complete hardening of the concrete had taken place disturbed these particles in the area adjacent to the saw cut and resulted in a spalling condition contiguous to the saw cut. It was also found that the life of a saw in this semi-green concrete was reduced as much as 50 to 75 per cent.

It was only with great reluctance and after every conceivable alternate scheme was tried that we abandoned sawing and began placing preformed inserts, which are apparently proving much more satisfactory.

There is considerable objection to the use of these inserts. The area in which they are placed must be free of larger aggregate particles before the strip can be inserted. This is done with a transverse blade vibrator which forces aggregate back and creates a mortar in which the strip is inserted. The strip must be buried 1/8 of an inch and must remain vertical or spalling will occur. This entire operation is accomplished just prior to the last pass of the Johnston float.

One of the objections to use of the preformed strip is that the mortar created by vibration leaves a narrow zone of weakness in which minor spalling can occur.

A word might be said about the curing process here. A membrane curing compound was used. The bulk used on this project was Hunts Compound. It is essential that the compound be applied as early as possible after finishing operations.

At each weakened plane joint load transfer dowels were placed. It is essential that these dowels remain in a true horizontal and longitudinal plane. In this case the dowels were held in place on wire chairs, which proved to be a very satisfactory method of placement.

In conclusion I would like to again stress belief that our basic design is sound. Despite the tension cracks which we suffered, I still believe that we laid a good smooth pavement and that the lessons learned should permit us to show considerable improvement in the pavement we lay this year.

I am thoroughly sold on reinforced concrete pavement as laid under current Oregon State Highway Department specifications.

original signed by:
J. D. Walker
Division Engr, Salem
January 1959

9

RECEIVED
JUN 16 1961
FOR FILING
I-5-6(12)
5296

477 Cottage Street, N.E.
Salem, Oregon

June 9, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Unit
Pacific Highway

We have received certification by your materials department that materials used on subject project met specifications but record sample data is not covered.

As you know, we consider and will accept samples taken by central laboratory and/or Division soils and geology personnel as being "record samples". We know that pavement cores, both asphaltic concrete and portland cement concrete were taken and tested in such manner.

May we have covering certification? It is needed in the preparation of our final report.

In reviewing project data it was noted that by notice to prospective bidders, dated June 5, 1958, sawing of contraction joints was required. Please comment on the "as constructed" change.

original to Edwards
6-12-61

RECEIVED
JUN 12 1961
FOR FILING

I-5-6(12) 300

5296

To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1961

SUBJECT:

MEMO TO THE FILE

See 2nd Page

A conference with Mr. C. G. Polk of the Bureau of Public Roads was held Monday, June 5th. The following subjects were discussed:

1. Rufus-Arlington. The Bureau of Public Roads was informed that our best estimate at this time indicated approximately 5 million dollars participation on the part of the State and Bureau of Public Roads in the Rufus-Arlington relocation. This is based on verbal advice from C. G. Hansens that the Corps would accept the State's position concerning construction of interchanges, control of access, four lanes at interchanges, and 4 lanes at climbing lanes. No firm commitment was made, but Mr. Polk indicated that the Bureau would look favorably upon completion of the West John Day Interchange providing a written statement was secured from the Army.

2. White River Relocation (Butler Canyon-Oak Springs Road). The proposed plan was discussed with the Bureau of Public Roads.

3. Linn County Line-McKenzie River. The serious problem of falling rocks from the cut immediately north of the McKenzie River was discussed. The Bureau requested that sound justification be presented concerning control of this problem by installation of a protective wire mesh covering of the cut slope. There appears to be justification for approving this item. Mr. Barbee will proceed with this.

4. The Cascade Locks drainage problem was discussed at some length. It was tentatively agreed that the city should be contacted to determine what if any participation they would be willing to provide in establishment of a 30-inch storm sewer from the freeway to the river. It is believed that work north of existing U.S. 30 is an obligation of the State, that the Bureau should participate between the freeway and existing U.S. 30, and that the city of Cascade Locks provide the necessary rights of way. A rough draft has been prepared concerning this item.

5. A request of Multnomah County for revision of the Rockwood Road off-ramp (N.E. 181st Avenue) was discussed.

Traffic data taken May 26, 1961 was presented and discussed. This item had previously been rejected by the Bureau based on a circular memorandum from George Williams dated November 23, 1960. Mr. Polk asked that we resubmit our request. Mr. Attig will prepare the necessary data to resubmit this request. This shall be submitted in writing and not as an oral request.

6. The Harvard Military Avenue revision in Roseburg was discussed. There were no objections.

7. Slide conditions on the Baldock Freeway was brought to Mr. Polk's attention. It is desirable, based on our decision, that Houck be given the task of cleaning up the slide situation whthin the limits of his paving job.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
Lloyd Shaw
A. E. Johnson
F. D. Morgan
Dean Swift
A. F. Parson

RECEIVED
MAY 17 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

DATE: May 16, 1961

I-5-6(12)300

5296

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-6(12)300, Harbor Drive-Lowell St. Unit

The subject project has $305,646 retained in program status for a pedestrian overcrossing near S.W. Gibbs Street. Apparently all other work under the same project agreement number has been completed. Therefore, it will be necessary to split the programed project, in accordance with procedures outlined in paragraph 10c of PPM 21-1, assigning a new agreement number to the pedestrian overcrossing. In addition, the Hood Avenue Overcrossing should be advanced to the project agreement stage.

Porter

NOTED
FORREST COOPER

RECEIVED
MAY 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1960
FOR FILING
1-5-L(12)37
5296

H

December 27, 1960

American Casualty Co.,
Equitable Bldg.,
Portland
Oregon

Gentlemen:

StateHighway contract #5296 for grading-paving the Harbor Drive-Lowell St. Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corp., on August 24, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $27,417.03 will be released to the contractor after acceptance by the Commission. The total contract amount is $898,866.01, of which amount $10,060.75 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Huggins Ins. Agency
373 North Church St.,
Salem, Oregon

cc: Roy L. Houck & Sons, and
Roy L. Houck Sons' Corp.,
1585 North 20th St.,
Salem, Oregon

Form E-1—(Rev.)—10M—2-59

1 5 6 (12) 3 r o
H. 5296

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1960

Section Harbor Drive - Lowell St. Unit

Kind of work Grading and Paving

Highway Pacific (R.H.Baldock Frwy County Multnomah

Section prefix 26-1011

Contractor Roy L. Houck Sons' Corp.

Contract number 5296

Date of contract August 15, 1958

Specified work days 210

Date work started October 14, 1958

Work days used 210

Project authorization $1,065,926.40

Exclusive of engineering $990,127.23

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $964,861.05

Estimated per cent overrun or underrun -1.0%

Per cent of contract completed, based on estimated cost 100%

Engineering authorization $75,799.23

Engineering cost to date $81,000.00, 107%

Date project was completed August 24, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100 Conc. Pave.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final was submitted November 15, 1960.

NOTED

CONSTRUCTION DIVISION
RECEIVED
NOV 21 1960
NOTED

Noted
M. H.

Signed William E. Mobley

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

I- 5-6(12)300	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	1.02	-------	0.85 Conc.	0.17
Miles partially completed	--				
Miles completed	1.02	1.02	-----------	0.85	0.17
Total estimated quantities (contract)	206,000	68,620	---------	33,000	13,300
Total quantities corrected to date	242,950	73,000	-------	31,325	13,600
Estimated quantities moved or placed to date	242,950	73,000	-----	31,325	13,600
Average daily quantities					
Average daily quantities necessary to complete project on time		PROJECT COMPLETE.			
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		Project Complete.
Tuesday	Rain		"
Wednesday	Rain		"
Thursday	Rain		"
Friday	Showers		"
Saturday			

RECEIVED
SEP 15 1960
FOR FILING

[illegible]

5296

September 14, 1960

American Casualty Co.,
Washington St. at Madison
Reading
Pa.

Gentlemen:

It is the intention of the State Highway Commission to release to Roy L. Houck & Sons and Roy L. Houck Sons' Corp., a portion of the funds heretofore retained by the Commission on contract #5296 for grading-paving the Harbor Drive-Lowell St. Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

This payment, in the amount of $21,115.78, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,640.87. The present payment will be released on or after September 24, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

RECEIVED
AUG 31 1960

FOR FILING
I-5-6 (12) 300

5296

August 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 24, 1960, on Contract No. 5296, Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:bb
cc: Clarence G. Swenson

A

RECEIVED
FEB - 4 1960
FOR FILING

I-5-6(12)300
5296

February 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide removal and rock backfill on the Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5296, in connection with Federal Aid Project No. I-5-6(12)300.

The embankment material at Station L" 111+90 has become saturated and unstable due to excess moisture conditions. This material is sliding out and leaving the shoulder area without support. It will be necessary to correct this condition by removing the unstable material and backfill with suitable rock.

At the Sheridan Street structure a trench has eroded in the slope at the S. E. corner of the structure. Backfilling this trench with rock will prevent further erosion and damage to the embankment.

Tentative approval for federal participation in this work has been received from your field engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

Enc.

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OREGON
WASHINGTON
JAN 19 1960

FOR FILING

I-5-6(12)300

5296

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Building
Salem, Oregon

January 14, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive Section - Emergency
Sewer Repairs - City of Portland

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and the City of Portland dated November 20, 1959, covering emergency clean up of debris as a result of an overflow of a sewer by-pass constructed as a part of the project work on Harrison Street during a period of heavy rainfall causing extreme surface runoff on October 8 and 10, 1959.

Due to the emergency nature of the work involved authorization is hereby granted to proceed as of October 8, 1959 with the necessary repairs. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

copy
Edwards

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
~~I 5 6(12) [illegible]~~

5296

October 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Contract No. 5296
Harbor Drive-Lowell Street Unit
Pacific Highway

Dear Sir:

Reference is made to your letter dated October 16, 1959 concerning deletion of certain items at the southerly end of subject project in order to allow the contractor to complete his work without interference with structural work on the Hood Street structure.

It is understood that the deleted work will be accomplished by addition to the Lowell Street-Eleventh Avenue project.

We concur in your proposal.

Very truly yours,

C. G. Polk
Division Engineer

By E. H. Cowan
Acting Division Engineer

RECEIVED
OCT 16 1959
FOR FILING

I. 5-6(12)[illegible]
5296

October 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Harbor Drive-Lowell Street Unit
Pacific Highway
Contract No. 5296
FAI-5-6(12)300

Dear Sir:

The Hood Street structure at the southerly terminus of the subject-named project is not far enough advanced so that the contractor on the subject project can complete his work without interference with the structural work. It is, therefore, proposed that certain items at the southerly end of the project be deleted from this project and added to the Lowell Street-Eleventh Avenue Unit project to be let in the not too distant future.

I submit herewith Sheet No. 7 of the Harbor Drive-Lowell Street plans showing the work to be deleted in color. Also submitted herewith is Sheet 2-D and Sheet 3 of the Lowell Street-Eleventh Avenue Unit plans showing the work to be done on that job.

Your concurrence in this proposal is requested.

Very truly yours,

F. M. Stephenson
Acting State Highway Engineer

Enclosures

cc to: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. H. L. Porter
Mr. Ivan D. Merchant
Mr. Lloyd Shaw

LHY:fp ae

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RECEIVED
OCT 13 1959
FOR FILING

I-5-6(12)300)

5296

October 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the removal of a portion of one footing of the Ross Island Bridge on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific (R.H. Baldock Freeway) Highway in Multnomah County, Contract No. 5296, in connection with Federal Aid Project No. I-5-6(12)300.

This work is necessary to make room for the curb line in the vicinity of Station 94+26. The footing for pier No. 8 extends three feet into the parking lane and is approximately two feet above finish grade. Copies of the sketch showing the revisions are attached.

The Multnomah County Bridge office has given approval for this work. Removal of the portion of the footing has been analyzed and determination made that no damage to the bridge will result.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

DBP:jb
Enc.

A

9/24
49

RECEIVED
OCT 27 1959

FOR FILING
I 5-(.12)300

5216

September 30, 1959

Mr. H. Kenneth Anderson
Chief Engineer
Department of Public Utilities
City of Portland
Portland, Oregon

Dear Mr. Anderson:

In response to your letter of August 11, 1959, addressed to Mr. Lloyd Shaw, Metropolitan Engineer, the Highway Commission at its meeting on September 24 considered your billing in the amount of $12,645 for adjustment of a water line at the crossing of S.W. Lane Street with the Portland-Salem Freeway.

Mr. W. C. Williams, State Highway Engineer, explained that the work had been performed by the City at their request in 1955, but the billing had not been received until quite recently. Inasmuch as the work would have had to be done at a later time in connection with the freeway construction, the Commission approved payment of your billing in the amount of $12,645.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jme

cc: G. S. Paxson (2)

Attn: C. H. Maison

FORM E-30 5OM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1959

SUBJECT: Harbor Drive-Lowell St. Unit
Portland-Salem Freeway
Contract No. 5296
Prefix No. 26-1011

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

We are in receipt of a billing from the City of Portland for the adjustment of a water line that was done in 1955 at the crossing of S. W. Lane Street with the freeway on the subject named section and job. The City of Portland feels that they were directed to make this change by some official of the Highway Department. They have just got around to billing us for the work now. The amount of the bill for the work involved is $12,645. Following are detailed facts relating to this move.

1. Work was done in the period March to November, 1955.

2. Agreement with the City covering this project was signed August 21, 1957.

3. PS&E with the Bureau of Public Roads was submitted May 28, 1958.

4. City had to adjust 30-inch main for crossing of new 24-inch across freeway. This did not require relocation as it was done, but did require a lowering for the crossing.

5. The existing 30-inch line was in conflict with the construction and would have required adjustment at this time had it not been previously relocated. The cost of the adjustment at this time would have been somewhat higher than the cost in 1955, due to the fact that City crews, equipment, and so forth were already on the job and they placed the new line and the relocated 24-inch in the same trench.

6. It is immaterial whether the 30-inch main was on public or private property since our agreements with the City make no such differentiation for City-owned utility facilities.

Young - How do you propose to pay for this? C

7. We can find no records of this work being authorized by the Highway Department. However, the simple action of having furnished them with plans might have been contrued as such at that time.

8. I have discussed this with Mr. Polk and Mr. Wright of the Bureau of Public Roads and they have told me that no Federal participation is possible due to the fact that (1) the work was done before PS&E was filed; and (2) at the time this work was done, the State was not claiming reimbursement for this type of work.

My conclusion from the above is that the work cost less by having been done at that time and the change represented on this bill has been fully utilized. It is recommended that the bill from the City of Portland be honored despite the fact that we can not get Federal participation.

I attach hereto a letter from the Metropolitan Division and a copy of the City of Portland's request for payment. I an holding the bill in this office until you advise me of the course of action you wish to follow.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc C. H. Maison

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
AUG 27 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Portland, Oregon
August 25th, 1959

SUBJECT: Harbor Drive-Lowell St. Unit
Portland-Salem Freeway
Contract No. 5296
Prefix No. 26-1011

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Submitted herewith are approved copies of a billing for State force work done by the Bureau of Water Works in the City of Portland. This work was done in 1955. The delay in billing appears to be partly explained in the first section of the city's summation of the billing in which they state that while no work order had been assigned, it was to be billed when additional work was to be done in this area. Even with this explanation the billing was quite tardy but probably is a State obligation in spite of such delay.

On the grounds that there might be some reason to question the propriety of this billing we have made a rather limited check of the title of property in which the original main was located. The original main was a 30 inch diameter pipe running diagonally across Block 111, South Portland Real Estate Association's Addition to Carruthers Addition to the City of Portland. The city had obtained the license for the construction of this main from the O.R.N. Company, which license was granted to the Portland Water Company in August of 1886. It appears that this license was never recorded. It does not show on the following two transfers of title, the last one being to the State of Oregon in March, 1955. Construction of the main began after the State had acquired Block 111, work beginning March 14, 1955 and being completed on November 15, 1955.

Apparently the reason for reconstructing the main at that date lay in the fact that the city was constructing a new main in Lane Street and equipment was available and both mains could be placed in the same trench. A 30 inch main which crossed Block 111 was reconstructed as a 24 inch main and apparently feeds the Oswego area and has no working relationship with the new Lane Street main.

These bills are submitted approved on the ground that the State has authorized this construction although the authorizing party is unknown and that the cost of this construction is a State obligation. Approval is recommended.

Young
see me

LLOYD P. SHAW
Metropolitan Engineer
AVBenedict
Assistant Metropolitan Engineer

LPS:hg
cc: Bill Maltby, Harry Broadwell
Attachments

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON

August 11, 1959

Mr. Lloyd Shaw
Metropolitan Engineer
O.S.H.D.
[illegible] S.E. McLaughlin Blvd.
Portland, Oregon

ATTENTION: MR. WILLIAM MALTBY

Re: REQUEST FOR PAYMENT FOR RELOCATION OF 30" WATER MAIN ON S.W. LANE STREET.

Dear Sir:

Enclosed find four (4) itemized copies of work performed by the Bureau of Water Works between March 14, 1955 and November 22, 1955, in relocating a 30" steel water main on S.W. Lane Street between Macadam and Hood Streets.

The work was necessitated by O.S.H.D. proposed grades which indicated the 30" line was above those grades and would require relocation (see attached plot plan and profile). Accordingly, a 24" steel main was installed in S.W. Lane Street below the proposed grades and that portion of the 30" main between Macadam and Hood Avenue abandoned.

These statements are resubmitted, at your request, under separate cover from other work in this same area performed during 1957-1958, and billed under the Lowell to Harbor Drive [illegible]

Very truly yours,

H. Kenneth Anderson
Chief Engineer

By: [illegible]
E. Horseth
Hydraulic Engineer

METROPOLITAN ENGINEER
RECEIVED
[illegible]

RECEIVED
SEP - 9 1959

FOR FILING
J-5-61-315

A

September 8, 1959

Oregon State Highway Commission

Gentlemen:

In 1955, preliminary plans were developed for the Harbor Drive-Lowell Street Section of the Baldock Freeway. Plans were furnished to the City of Portland at that time so that its water lines could be adjusted in accordance therewith.

Work was in progress in the area by the City of Portland and it asked permission to make a change in a 30-inch water main where S. W. Lane Street crosses the freeway on the basis that it could be made cheaper at that time than it could be later. We have just been billed for this work in the amount of $12,645. The project agreement on this was not signed until August of 1957. The adjustment made in 1955 was fully utilized by the subsequent construction and would have cost more if made in 1959.

The City has requested payment for this work at this time. It is recommended that you authorize payment for the work and that it be charged against Contract No. 5256, which is in progress at the present time. The Bureau of Public Roads has indicated that it will not reimburse us, as the work was done prior to programming of the project with it; however, it is our belief that we should recognize and pay for the work.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

A

RECEIVED
AUG 11 1959
FOR FILING
I 5 6 (12) 300
5296

August 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering repair and draining eroded slope on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5296, in connection with Federal Aid Project No. I-5-6(12)300.

Slope drainage and stabalization is necessary on the "H" (Hood St.) line between Stations 115 and 118+50.

The cut in this area is through layers of sand and fine silt overlaying hardpan. Streams of water from the porous areas are causing cavities and serious erosion in the cutbanks.

It is proposed to excavate a bench in the slope on the hardpan layer, install perforated pipe with sand backfill, then backfill to original slope line with rock. Material dozed out of the slope will have to be rehandled to clear the roadway ditch. A copy of the sketch showing the proposed repair is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

FORM E-30 5OM 11-58 15890

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AUG 17 1959

FOR FILING

5296

682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1959

SUBJECT: Supplemental Throughway Agreement
Harbor Drive-S.W. 14th Street Unit
Pacific Highway
City of Portland

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto are ten copies of the above entitled agreement as per your request of June 25, 1959. County and City Relations will furnish the necessary exhibit maps.

Additional copies of this agreement are available.

Ted E. Barbera
TED E. BARBERA
Staff Attorney

TEB:klf
Attachments
cc: L. I. Lindas

RECEIVED
AUG 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1959
FOR FILING

I 5-6 (12[illegible])

5296

June 25, 1959
Salem, Oregon

Supplemental Throughway Agreement
Harbor Dirve-S.W. 14th Street Unit
Pacific Highway
City of Portland

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject named project. Please prepare ten copies of the agreement in addition to any required by the Legal Division.

G. S. Paxson
Ass't. State Highway Engineer

Att.

cc: C. G. Swenson

RECEIVED
JUN 26 1959
FOR FILING

I5-6(12)300.

5296

June 25, 1959
Salem, Oregon

Supplemental Throughway Agreement
Harbor Dirve-S.W. 14th Street Unit
Pacific Highway
City of Portland

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject named project. Please prepare ten copies of the agreement in addition to any required by the Legal Division.

G. S. Paxson
Ass't. State Highway Engineer

Att.

cc: C. G. Swenson

MONTAN
OREGON
WASHING
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JUN 11 1959
FOR FILING

I-5-6(12)300

5296

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

(June 10, 1959)

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Unit of
The Pacific Highway

Dear Sir:

We are today approving the agreement as evidenced by an exchange of correspondence between the State and Northwest Natural Gas Company, for adjusting their 10-inch line due to highway construction on the above project.

Authorization to proceed with the work was approved as of May 25, 1959.

Very truly yours,

C. G. Polk
Division Engineer

Edw
Porter

BUREAU OF PUBLIC ROADS
REGION EIGHT

FOR FILING
I-5-6(12)300
5296

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300,
Harbor Drive-Lowell Street
Unit of the Pacific Highway

Dear Sir:

We are today approving the agreement between the State and Multnomah County and authorize the work of adjusting the power facilities by contract method, due to the fact that the County has neither the forces nor equipment necessary to handle this project, as stated in your letter of June 1, 1959.

Authorization is hereby granted to proceed with the necessary adjustments upon award of contract in accordance with PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

A

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JUN - 4 1959

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I-5 6 [illegible]

3

Harbor Drive-Lowell St. Unit,
Harbor Drive-Washington County Line
Section-Multnomah County
Project No. I-5-6(12)300

June 4, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of the estimate and sketch in connection with adjusting the Northwest Natural Gas Company's 10" gas line on the subject project.

This completes the agreement with the Company for this work. Authorization to proceed with this phase of construction was approved as of May 21, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN - 4 1959
FOR FILING
I 5-6(12)300

5296

June 3, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing for construction on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5296, in connection with Federal Aid Project No. I-5-6(12)300.

This work is necessary for the routing and guidance of traffic during construction and is beyond that normally required of the contractor.

This order will not relieve the contractor of his responsibility to maintain signs, barricades, lights, etc., for warning and protection of the traveling public and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

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JUN - 2 1959

~~FOR FILING~~
I 5-6(12)300

3296

June 1, 1959

Harbor Drive-Lowell St. Unit
Pacific Highway
Multnomah County
Project No. I-5-6(12)300

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data in connection with revision of the facilities of the Multnomah County Board of Commissioners for lighting the Ross Island Bridge. This power source is owned and operated by Multnomah County and is located on Multnomah County property.

1. Three copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Board for moving its facility.

2. Copies of the sketch prepared by the Board covering the work to be done.

3. Copies of three bids received by the Board for revision of the electrical equipment.

The Board has an electrical engineer and a small crew for service and maintenance of its various facilities. It has neither the forces or equipment necessary to handle this project. Authorization to do this work by contract is therefore requested.

The bids were solicited by invitation of the Board from qualified contractors who had previously done satisfactory work. Copies of the contract will be submitted for approval as soon as it has been executed.

Time is of the essence as the contractor is ready to work in this area. The Board, therefore, solicited bids prior to official notification by the State and after negotiations with the State's engineers.

Your early approval of the agreement between the State and Multnomah County and authorization to do the work by contract method is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

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FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 26th, 1959

SUBJECT: D. A. Norton, Property, R/W #28872,
Harbor Drive-Lovell Street Unit,
R. H. Baldock Freeway,
Prefix: 26-1011, Contract No. 5296

To Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Mr. & Mrs. D. A. Norton were at this office May 22nd from 12:45 until 3:00 P.M. to discuss their access to Hood Street on the subject project. Both people are elderly and Mr. Norton has been affected by senility as to memory and hearing. Any coherent discussion with Mr. Norton is difficult.

Mr. Norton referred repeatedly to highway right of way taking part of his property, questioned the validity of State assumed right of way as acquired from Oregon Electric Railway, and stated that his fee in Abernathy Street extended into the construction area. Efforts to correct his thinking on these three points were to no avail.

Mr. Norton professed to have been either misinformed or not contacted at all by his attorney (A. A. Hamson) in regard to the State's offer of $5,694 for a release of access rights to Abernathy and Thomas Streets, or $8,540 for purchase. He seemed surprised to learn that any such offer had been made. When his argument that the State construct a roadway on private property was countered by the suggestion that he accept the $5,694 offer and construct such a road himself, he seemed pleased with the idea.

This office suggested that Norton contact his attorney and either accept one of the State's offers or reject both and take whatever legal action they might choose.

The following is a summation of action taken in regard to Norton:

The subject property lies between Kelly and Hood Streets and fronts on the south street line of S. W. Abernathy Street. The right of way acquired in that block consisted of an old, unused Oregon Electric Company right of way and no taking was necessary from the Norton property.

Abernathy Street as it exists is on approximately a 20%

Copy to Cooper
5-27-59
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CONSTRUCTION DIVISION
RECEIVED
MAY 27 1959
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gradient and is thinly surfaced with crushed rock. Due to the poor tractive surface and to the heavy gradient, the Nortons have established a driving pattern down hill from Kelly Avenue and into their property. Leaving their driveway on the reverse movement they turn down hill and enter Hood Avenue. The combination of poor surface and gradient makes a westward passage from their driveway to Kelly Avenue difficult.

Construction plans call for a cut of about seven feet at Hood Avenue and Abernathy. No connection with existing Abernathy from revised Hood Avenue is indicated. Upon completion of the Harbor Drive-Lowell Street Unit, Abernathy Street will be effectively closed easterly from the top of the cut slope.

On the grounds that the Norton property would suffer damage under ORS 373.060, Ralph D. Moores were requested to make a fee appraisal of it by form letter under date of August 6th, 1958. The resulting appraisal gave total value of the property as $8,540 and the damage due to closure of Abernathy Street at Hood Avenue as $5,693. Apparently the appraiser assumed a one-way pattern on Abernathy as well as its closure at Hood, thus in effect forcing non-use of Abernathy by vehicular traffic. This certainly would be the most severe restriction which could be imposed and probably is incorrect as far as the one way concept is concerned.

Mr. Mayhew requested the Nortons' presence at his office sometime during the week of September 15th, 1958. His letter bears the free hand notation "2 P.M.-9/17/58-$5,694", and apparently refers to the time, date and offer when contact with Norton was made. This is substantiated by Memo to the Files dated September 17th1 1958.

This office advised Mayhew January 21st, 1959 that since no change of grade on Abernathy was being considered, no physical connection of Abernathy and Hood was feasible, and no legal closure of Abernathy west of Hood had been made, that any further action in regard to damage to Norton property be taken by the property owners rather than the State.

On March 2nd, 1959 Right of Way Agent Carl Smith presented to A. A. Hamson, Attorney for Norton, a sketch and waiver of access rights for Norton's consideration. The waiver carried a reimbursement sum of $5,694. Mr. Smith's letter to Hamson bears a written notation that a sketch to aid Hamson in having an apprisal made was submitted after a conversation with Norton and Hamson at the Norton house on March 2nd and that no further word has been received.

On May 15th Mr. Smith called Mr. Norton on the telephone and after a rather futile review of previously discussed questions was unable to hear Mr. Norton or to detect any dial tone or sound of a receive being hung up. Mr. Smith had Mr. Mayhew address Mr. Norton on the phone, but he too received no reply.

Lloyd P. Shaw
LLOYD P. SHAW,
Metropolitan Engineer

LPS/bj/w
cc: S. N. Mayhew
Bill Maltby

RECEIVED
MAY 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 27 1959
FOR FILING
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When replying, refer to
08-35.5

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300, Harbor Drive-Lowell St. Unit, Harbor Drive - Wash. County Line Sec. of the Pacific Highway - Northwest Natural Gas Co. - Adjustment of pipe line.

Dear Sir:

Authorization is hereby granted to proceed as of May 25, 1959, with necessary adjustments of the Northwest Natural Gas Company's 10" line on the above project as requested in your letter of May 21, 1959 from Mr. J. W. DeSouza, Assistant Counsel.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Edwards
Porter

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MAY 26 1959
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5214

May 25, 1959

Harbor Drive-Lowell St. Unit
Harbor Drive-Wash. Co. L. Sec.
Multnomah County
Project No. I-5-6(12)300

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Northwest Natural Gas Company for adjusting its 10-inch pipe line on the above project.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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JUN -1 1959
FOR FILING
I-5-6(12)300
3296

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 22, 1959

To: Memo to the Files:

SUBJECT: Closure of Abernathy St.
Hood and Kelly

Mr. and Mrs. [illegible] Norton were in this office between 12:45 and 3:00 P.M. today asking about their access onto Hood Street via Abernathy. Lloyd Shaw came into the conversation as soon as he discovered who the people were.

Mr. Norton kept referring to the "taking" from him and quoting condemnation law. He was told repeatedly that we had no cause for action against him as we had taken none of his property; that we had tried to deal with him for the access and had offered 2/3 of the appraised value of his property. He acknowledged that he had been offered $5694 but professed not to know what it was for. Lloyd told him he should get in touch with Mr. Samson, his attorney. He was also told that now that Hood Street had been torn up and his access out, he probably had cause for action against the State if he was still unwilling to accept the $5694 offer.

He was told that the "one-way" street ordnance on Abernathy was enacted at his request and could undoubtedly be rescinded if he so desired. In answer to Mr. Norton's question as to what he was supposed to do with the money, he was told he could build a road out if he so desired. This seemed to surprise him and he said he might just consider doing that.

In Mr. Norton's mental condition, it is doubtful if he will remember much of what was discussed here.

A.V. Benedict
A. V. BENEDICT,
Assistant Metropolitan Engineer

AVB/nbn/w
cc: Mr. Tom Edwards
William Maltby

copy to Cooper
5-27-59

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MAY 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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OREGON DISTRICT
3296

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

April 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell St. Unit,
Pacific Highway

Dear Sir:

With reference to your letter of April 9, 1959, the revised estimate submitted by the city of Portland for adjustment of their 24 inch water main is hereby approved.

The agreement, supplement, amended agreement and authorization to proceed with this work was approved in our letter of July 21, 1958.

Very truly yours,

C. G. Polk
Division Engineer

Edw
Probert

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APR 16 1959
FOR FILING
OREGON DISTRICT

When replying, refer to:
OR-35.4-0
I 5-6 (12) 300
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM OREGON

April 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300,
Harbor Drive Unit, Harbor Drive-
Washington County Line Section,
Pacific Highway

Dear Sir:

In reviewing P. S. and E. for the above project, we note the provision for salvaging materials in the portable traffic barrier.

To comply with Federal-aid regulations, it is requested that, in finalling the project, credit be allowed for the salvage value of this material.

Very truly yours,

C. O. Polk
Division Engineer

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APR 10 1959
FOR FILING

I-5 6(12)300

3296

April 9, 1959

Harbor Drive Unit
Harbor Drive-Washington County
Line Section
Pacific Highway
Oregon Project I-5-6(12)300

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the City of Portland 24-inch water main on the subject project in Multnomah County:

1. Conformed copies of the agreement with the City of Portland with amendment to the agreement.

2. Copies of the City's estimate for adjusting the water line.

3. Sketches prepared by the City covering adjustments.

Your approval of the Agreement with amendment and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CBB:lt

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FOR FILING

I-5-6(12)3

5296

When replying, refer to:
08-35.4

January 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Unit.
Order for State Force Work -
Seeding and Mulching. Total
Estimated Cost $2,400.00;
Federal Funds $2,160.00.

Dear Sir:

Your letter of December 17, 1958, requested approval of State force work in connection with subject project in the performance of the necessary seeding and mulching work.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to accomplish the work most economically and also because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

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NOTED

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DEC 18 1958

FOR FILING

I-5-6(12)300

5206

December 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 and 238 covering seeding and mulching on the Harbor Drive-Lovell St. Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5206, in connection with Federal Aid Project No. I-5-6(12)300.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

Your approval of the order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,400.00 with Federal participation of $2,140.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

I-5-6(12) 300

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[illegible]

De[illegible], 19[illegible]

SUBJECT: Revision
Sequence of Construction
Longitudinal Joint
PCC

To: Mr. Lloyd Shaw
Mr. J. D. Walker

REC

Due to various difficulties encountered by the contractors in securing forms for concrete pavement under our more recent plans, a decision has been made to alter the sequence of slab pouring as shown on Drawing #2070 under shear key details for the following jobs:

S. W. 11th Avenue-Tigard Interchange Unit, Contract No. 5385
Harbor Drive-Lowell Street Unit, Contract No. 5296
North Albany Junction-Lebanon Road Section, Contract No. 5345

The plans for these jobs showed the male key section being poured first. Please reverse the procedure and pour the female section first on those jobs which are poured in single lane construction practices.

Tom Edwards
Construction Engineer

By
L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper
G. S. Paxson

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DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

J S [illegible]

5296

W. C. WIL

October 24, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Right of Way Progress Vouchers
Nos. 2 and 3
Lowell Street-Harbor Drive
Section
Pacific Highway
Multnomah County
FAP-I-303 (15)
FAP-I-5-6 (2) 297

Dear Mr. Polk:

Reference is made to your Statement of Items for Administrative Review dated October 15, 1958, which concerns Files Nos. 27501, 27502 and 27503.

This is to advise that we offer no protest to the indicated citation.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:sg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

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OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
OCT 27 1958
FOR FILING

I-5-6(12)300

5296

October 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 14, 1958, on Contract No. 5296, Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

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FOR FILING
[illegible]
[illegible]

When replying, refer to:
08-35.5

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Sec.
Pacific Power & Light Company
Power Line Adjustments

Dear Sir:

As you have complied with the requirements of PPM 30-4 by submission of a program change and estimate which includes the above utility adjustments, as set forth in our letter of September 17, 1958, we are today approving these adjustments for the reasons set forth in your letter of September 23, 1958.

Work may proceed as of this date.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
SEP 25 1958
FOR FILING
I-5-6(12)300
5294

September 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Harbor Drive-Lowell Street Section,
R. H. Baldock Freeway, Multnomah
County, Project I-5-6(12)300

Dear Sir:

We are submitting herewith a request for program change to include the item of adjustment of the Pacific Power & Light Company's power line and revised P.S.& E. to include the same item on the subject project.

Before bids were called on this project, it was believed the power line was located on city streets. Later developments have shown that the line was originally constructed on the property of the Oregon Electric Railway Co. by easement. It is, therefore, the obligation of the State to reimburse the Company for the relocation of its line.

It is also to be noted that the underground cable owned by the Pacific Telephone and Telegraph Co., which is on private property, is not affected by the present construction. This item has been deleted from the program and P.S.& E.

Your approval of the program change, the agreement with Pacific Power & Light Co., and authorization to proceed with this work as submitted to you on September 10, 1958, is are requested. The work has not been started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

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OCT 21 1958
FOR FILING
I-5-6(12)300

5396

When replying, refer to:
08-35.5

September 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Sec.
Pacific Power & Light Co.
Power Line Adjustment

Dear Sir:

Your request of September 10, 1958 to proceed with moving of subject power line cannot be approved.

It is believed that Section 7j(1) and (2) of PPM 30-4 are quite plain as to our requirements before we can authorize the State to proceed with utility work. On this particular project the program did not list the above work and there have been at least three estimates submitted, none of which listed utility work to be performed by the Pacific Power & Light Company.

These regulations have been brought to your attention previously by letter and verbally to certain employees.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SNP

1

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SEP 18 1958
FOR FILING

I-5-6(12)300

5296

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State Share of flagging costs on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific (R. H. Baldock Freeway) Highway in Multnomah County, Contract No. 5296, in connection with Federal Aid Project No. I-5-6(12)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

FORM 2-129 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 1958
FOR FILING

T-5-6(12)

[illegible]

[illegible]

Sept. 10, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corp.
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5296, awarded Aug. 15, 1958 for grading and paving on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington Co. Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM E-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
SEP 10 1958
FOR FILING

T5-6(12)

[illegible]

5296

Sept. 10, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corp.
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5296, awarded Aug. 15, 1958 for grading and paving on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington Co. Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 11 1958
FOR FILING
2-[illegible]
3276

A

September 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith, data in connection with moving the Pacific Power & Light Company's power line on the Harbor Drive-Lowell Street Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County, Project No. I-5-6(12)300:

1. Copies of the letter of Assistant Counsel which establishes the obligation of the State to reimburse the Company for moving portions of its line.

2. Copies of the Company's estimate covering the moving of its line on private property.

3. Sketches prepared by the company for the work to be done.

Your approval of the agreement between the State and Pacific Power & Light Company, and authorization to proceed with the work as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:lmw

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1958
FOR FILING

T5-1121300
24

August 22, 1958

Roy L. Houck & Sons
1585 N. 20th Street
Salem, Oregon

Harbor Drive-Lowell Street
R. H. Baldock Freeway

Gentlemen:

This is to advise you that we propose to contract the Porter Street and Sheridan Street structures in the near future. The contracts will specify that the structural contractor can start work on the structures after October 31st.

Due to this, it is necessary that the embankment at the sites of these structures be completed prior to the beginning of the structures. If such is not done, placement of the embankment materials will have to be made after the structures are completed with all of the attendant difficulties. It also appears that the main roadway excavation under the Porter Street structure could be made to better advantage at a date prior to the start of this structure.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:js

cc G. S. Paxson
Ivan D. Merchant
A. G. Skelton
W. E. Maltby

NOTED
G. S. PAXSON

RECEIVED
1958
OFFICE OF
ENGINEER

RECEIVED
AUG 19 1958
FOR FILING
[illegible]

August 18, 1958

Mr. L. R. Smith, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5296 and plans covering grading and paving work on the Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for outfall sewers at Sheridan and Bancroft Streets which will go under your company's tracks.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he carry railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:ms

cc: Mr. G. S. Paxson, Salem, Oregon
Mr. J. W. DeSousa, Salem, Oregon
Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Co.
65 Market Street
San Francisco 5, California

RECEIVED
AUG 25 1958
FOR FILING

August 15, 1958

Roy L. Houck & Sons and Roy L. Houck Sons Corp.
1565 North 24th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading and paving the Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway), Multnomah County, for the sum of $890,440.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5296.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirm my telephone conversation with you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jne
cc: Pacific Builder & Engineer, Inc.
Mr. Lowell Richards - Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

5296

When replying, refer to:
08-35.4-0

August 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-5-6(12)300, Harbor Drive-Lowell Street Section of the Pacific Highway in Portland, we hereby concur as of this date in award of contract No. 5296 to Roy L. Houck & Sons and Roy L. Houck Sons' Corp. of Salem, Oregon, low bidder in the amount of $890,440.40 at the June 17, 1958 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
1 1958
OFFICE OF
ENGINEER

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AUG 18 1958
FOR FILING

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Harbor Drive-Lowell Street Section of the Pacific Highway (Interstate Route 5) in Multnomah County, Project I-5-6(12)300, to Roy L. Houck & Sons and Roy L. Houck Sons' Corp. of Salem, Oregon, on the basis of the bid of $890,440.40 submitted on June 17, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

FORM E-123-X 25M 5-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-56(12)300

5296

July 29, 1958

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
Harbor Drive-Lowell Street Unit
Pacific Highway
(R. H. Baldock Freeway)
Multnomah County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves an existing line extending from a pole approximately 150 feet easterly from Highway Station LN 66+50 to a pole near Highway Station LN 84+50 and consists of 10 poles, of which 2 are on city streets. The remaining 8 poles were installed on Oregon Electric Railroad property under the terms of an agreement dated January 6, 1942.

It will be your obligation to bear the expense of the moving of the poles on city streets, and it will be the obligation of the Highway Commission to reimburse you for the cost of the adjustment of the other 8 poles. It would appear impracticable to segregate the cost of the moving of the individual poles and that reimbursement should be made to you upon a pro rata basis under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit a prorated estimate for the work, in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

NOTED
FORREST COOPER

Further details of the work may be secured from Mr. William E. Maltby, Box 4699, Portland 2, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. William E. Maltby
Mr. F. W. Farrar

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1958
FOR FILING
I-5-6(12)300
5296

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

July 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)
Harbor Drive-Lowell St. Unit
R. H. Baldock Freeway

Dear Sir:

We have today approved the agreement, supplement and amended agreement, between the City of Portland and the State, submitted with your letter of July 15, 1958.

Authorization is hereby granted to proceed, as of this date, July 21, 1958, with the necessary adjustment of city water lines only. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
ORREST COOPER

Orig to SHP

RECEIVED
JUL 15 1958
FOR FILING

I-5-6(12)300

3296

July 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with the City of Portland water line revisions on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County, Oregon, Project No. I-5-6(12)300:

1. Copies of the agreement between the State and the City of Portland with amendment and supplement agreement.

2. Copies of the City's estimate for water line revisions.

3. Plan sheets and sketch maps covering the revisions.

The city is prepared to start the work. Your approval of the agreements and authority to commence the work under the provisions of PPM 30-4 as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By /s/ D. B. Paxson

for Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

RECEIVED
JUN 26 1958
FOR FILING

I-5-6(12)300

5296

P

June 20, 1958

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 5, Oregon

Dear Sir:

Under date of June 16 I sent you descriptions and maps showing the easements for the construction of storm sewers under the tracks at the foot of Sheridan and Bancroft Streets in Portland. In Parcel No. 1 of these descriptions no tie to the railroad center line was given.

In this description the south line of the Hoffman Construction Company track intersects the center line of the railroad at Railroad Station 79+15. The south line of the Hoffman Construction Company track extended is also the south line of the proposed sewer easement. I believe this will give you the necessary tie to your center line for the descriptions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30X—37,800—6-37—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 19, 1958:

To:

Bancroft Street Outfall Sewer
Harbor Drive - Lowell St. Section
Baldock Freeway

~~Mr. Tom Edwards~~
~~Construction Engineer~~
~~State Highway Department~~
~~Salem, Oregon~~

Under date of June 16, 1958 Mr. Paxson wrote us requesting a tie to Southern Pacific Railroad Station for use in the description of Parcel No. 1 of properties to be acquired from the railroad company for outfall sewers on the above subject project.

The intersection of the south line of the Hoffman Construction Company tract with the center line of the railroad is at Southern Pacific Station 79 + 15.

The south line of the Hoffman Construction Company tract is also the south line of the proposed sewer easement.

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. BENEDICT
Assistant Division Engineer

AVB:ds
cc: Mr. G. S. Paxson ✓
Mr. N. C. Broadwell

RECEIVED
JUN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1958
FOR FILING
I-5-6 (12 [illegible]
5216

June 18, 1958

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. J. A. Holmes

Dear Sir:

At the request of Mr. Kendrew of your Portland office, I am sending, under separate cover, a set of the plans and specifications for the Harbor Drive-Lovell Street Unit of the Baldock Freeway in Multnomah County. It is on this section that we have applied to your company for easements to carry two outfall sewers under your track, one of them at Sheridan Street, shown on Drawing 4-B, and the other at Bancroft Street, shown on Drawing 7-E.

You will note that we are requiring our contractor to carry the usual railroad insurance, provision for which is made on pages 41 and 42 of the specifications.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Ernest A. Kendrew

Salem, Oregon
June 16, 1958

Outfall sewer, Lowell Street-
Harbor Drive Section

Mr. A. G. Shelton

Herewith a description and sketch map showing the outfall sewer at the foot of Bancroft Street on the Lowell Street-Harbor Drive Section.

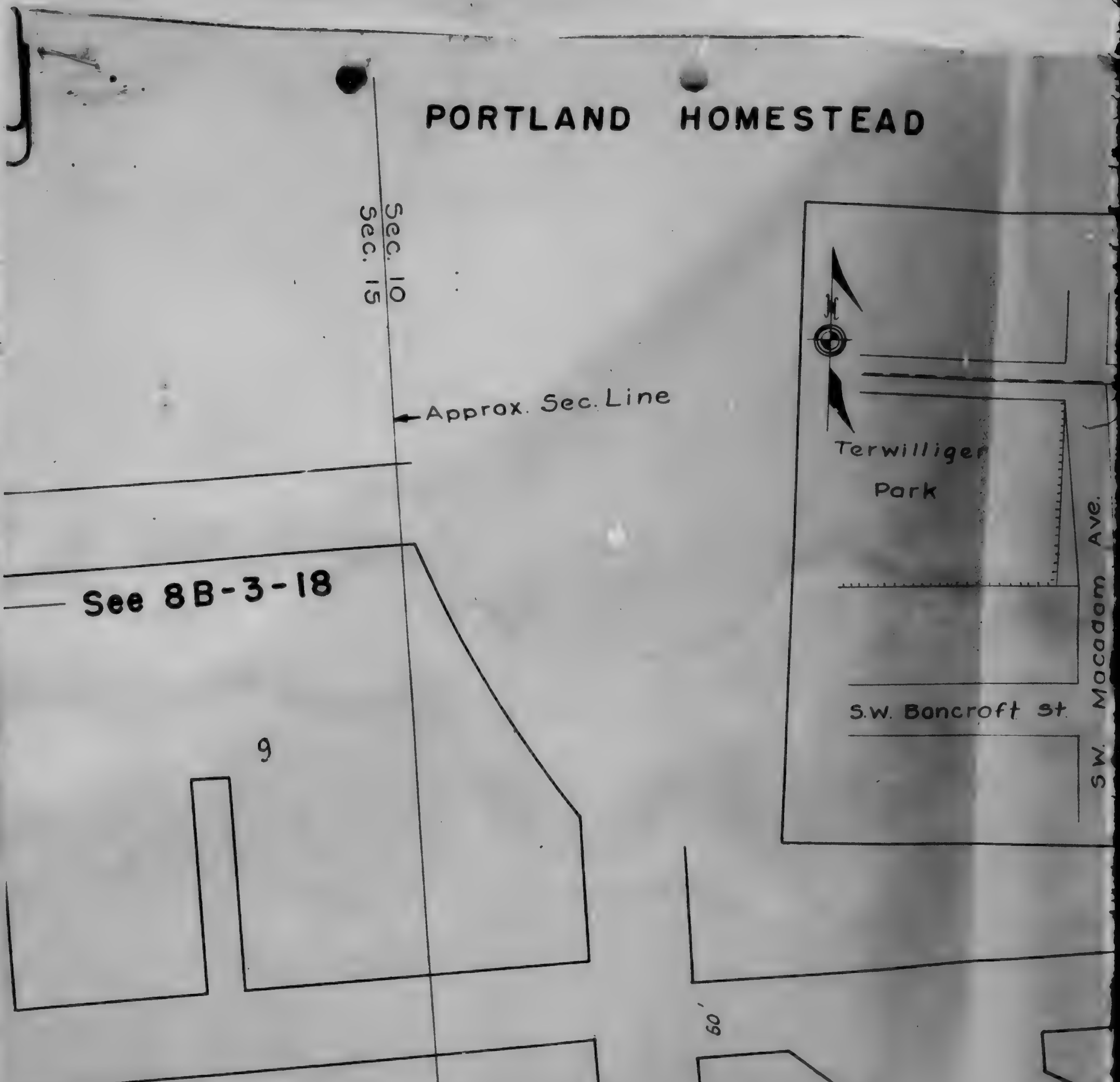
You will note that the description (Parcel No. 1) does not tie the area down to the railroad center line. Will you please make this tie so that we have a definite reference to railroad center line stationing.

This is advertised for opening of bids June 17 and before award can be made we must have these easements. I would therefore ask that you get this information to me as soon as possible.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams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YMOUTH
Thos. H. Costello 2/3
Mult. County 1/3
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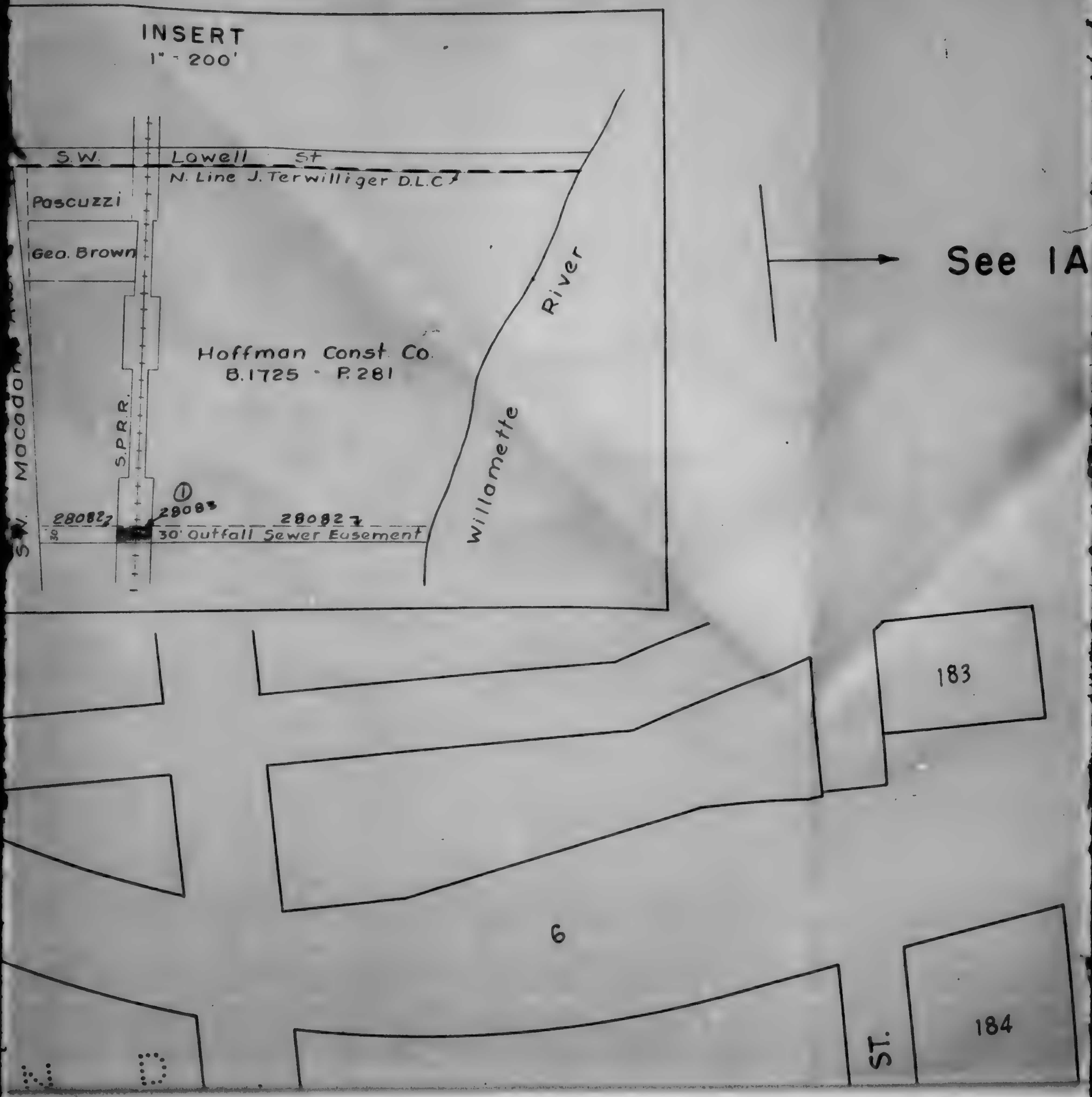
TERWILLIGER PARK



S. PORTLAND REAL ESTATE ASS'NS. ADD. TO

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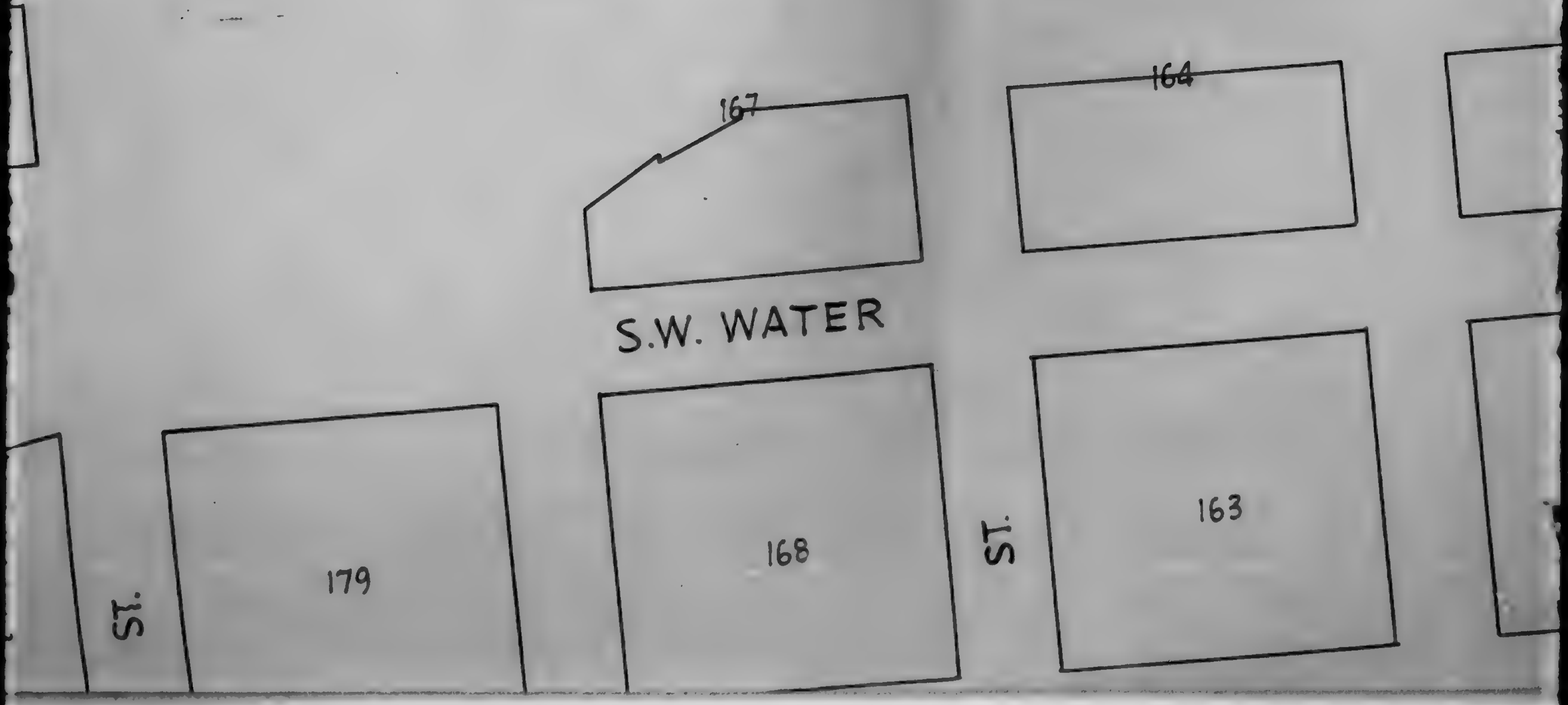

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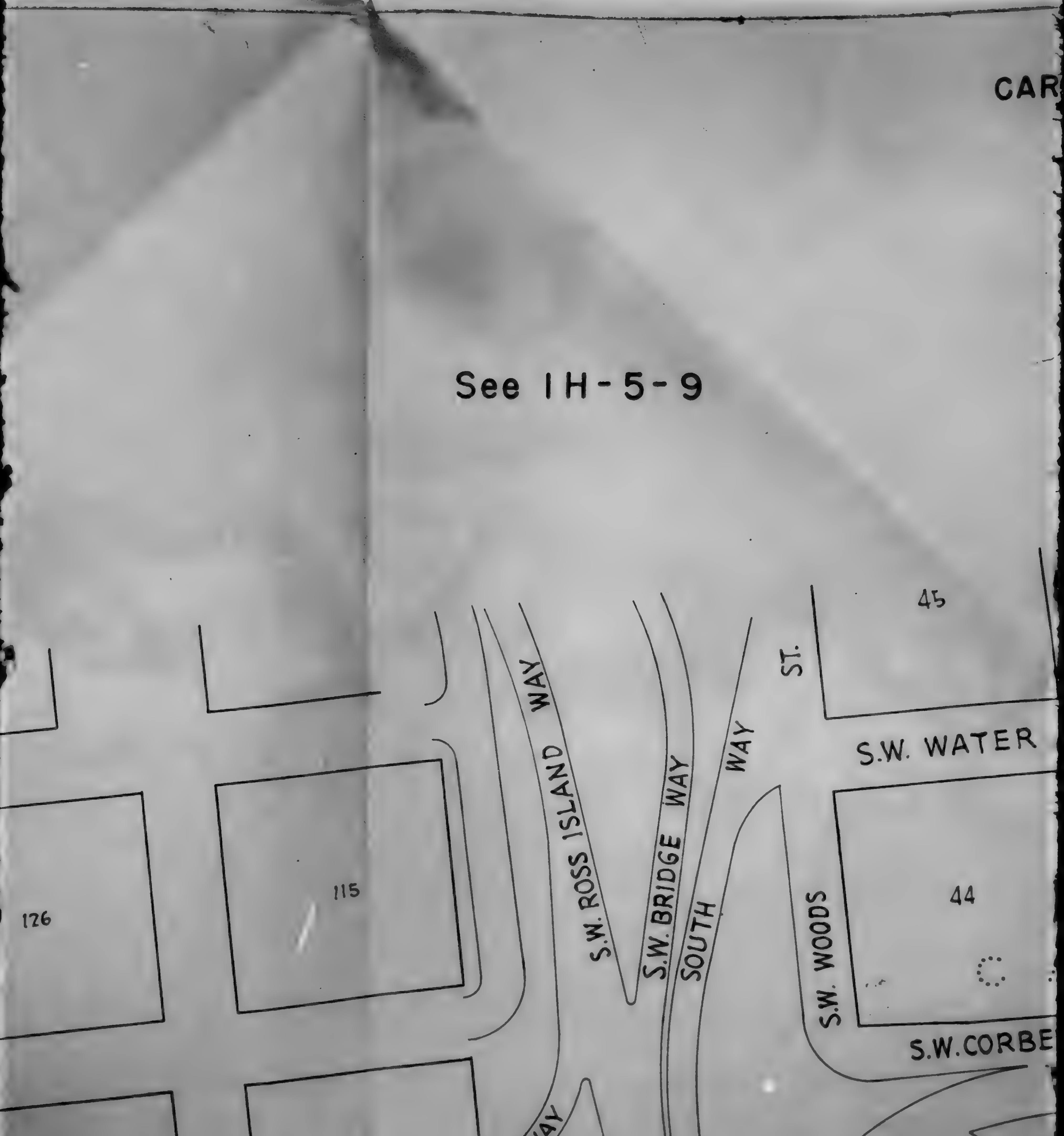
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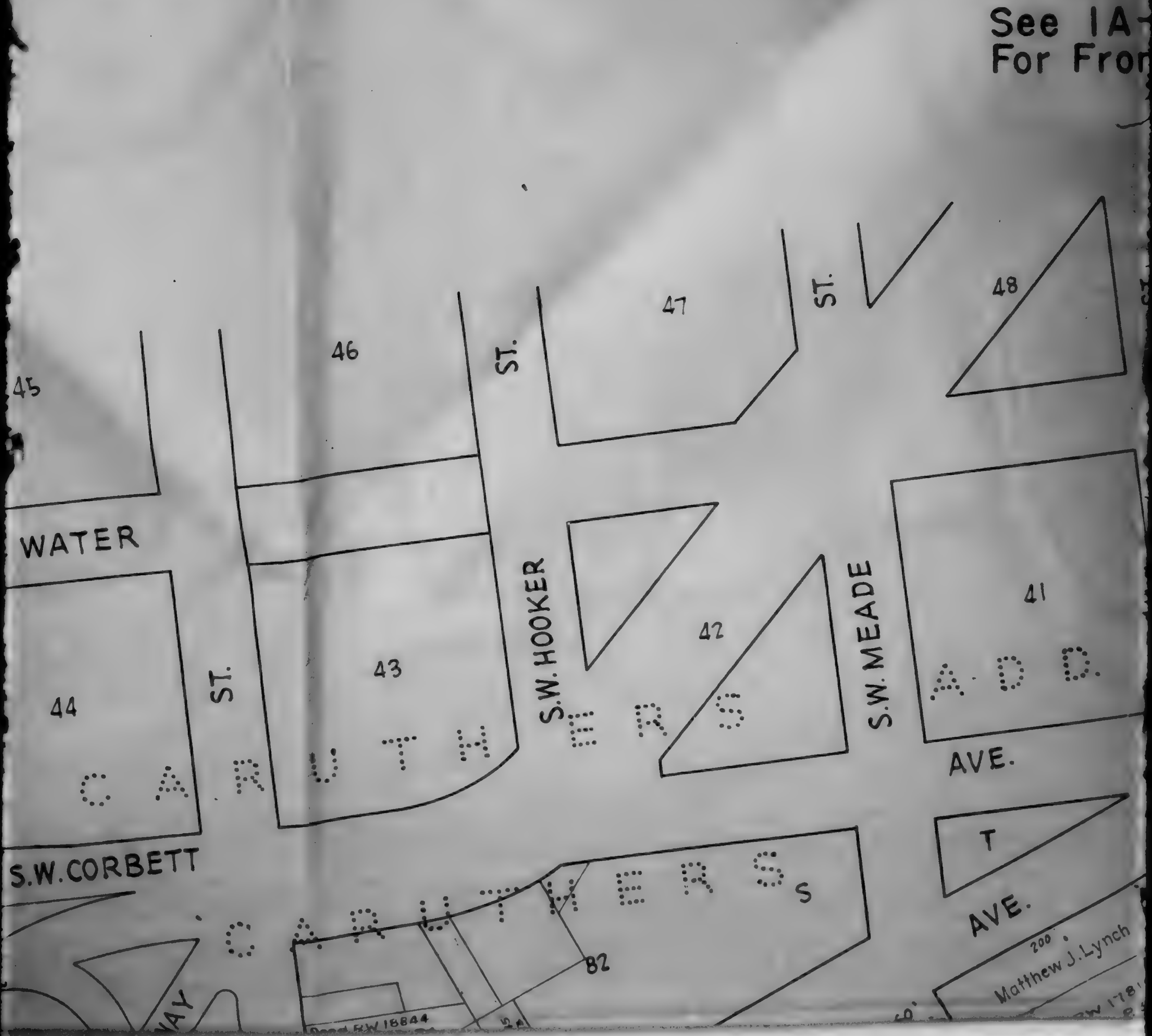

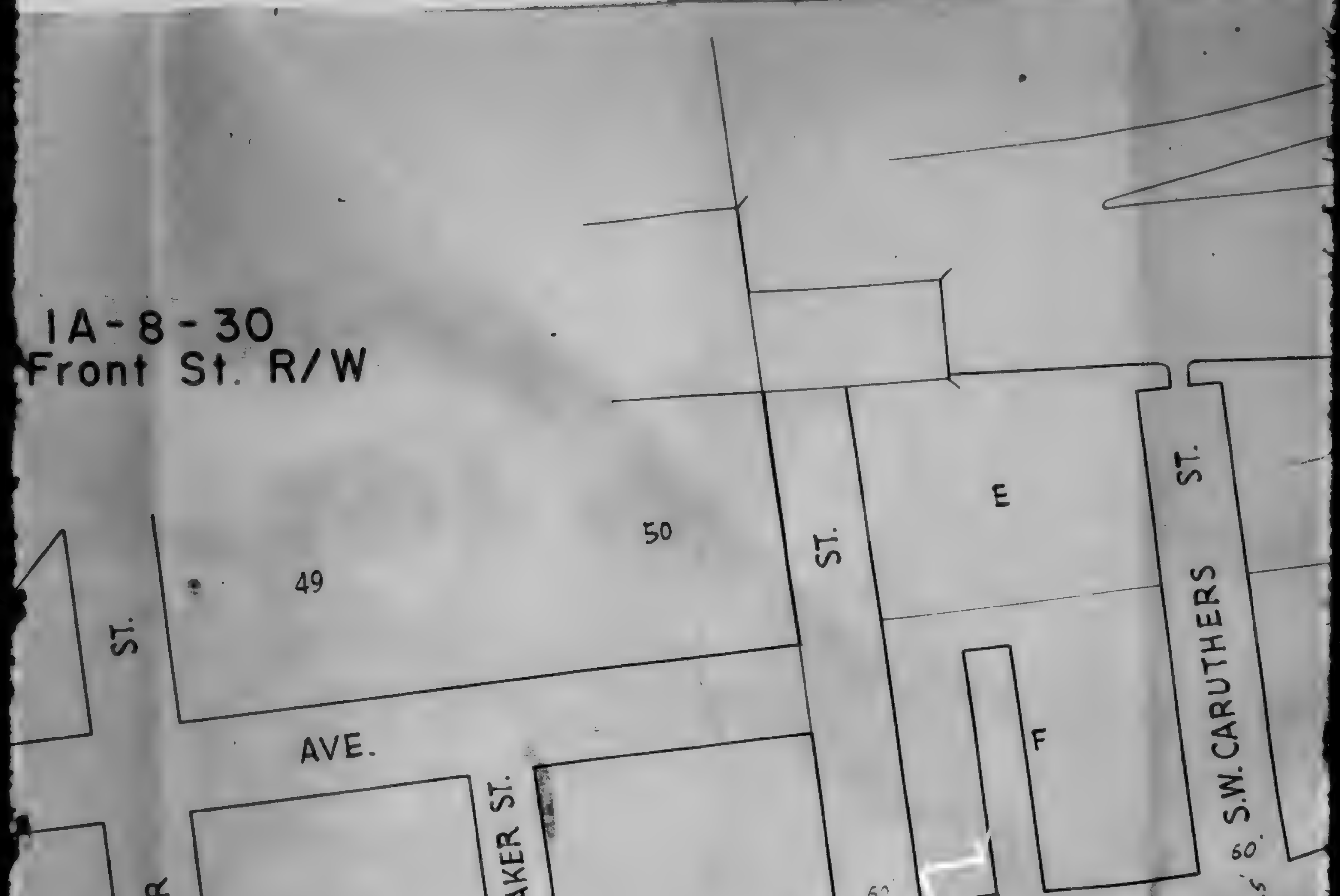
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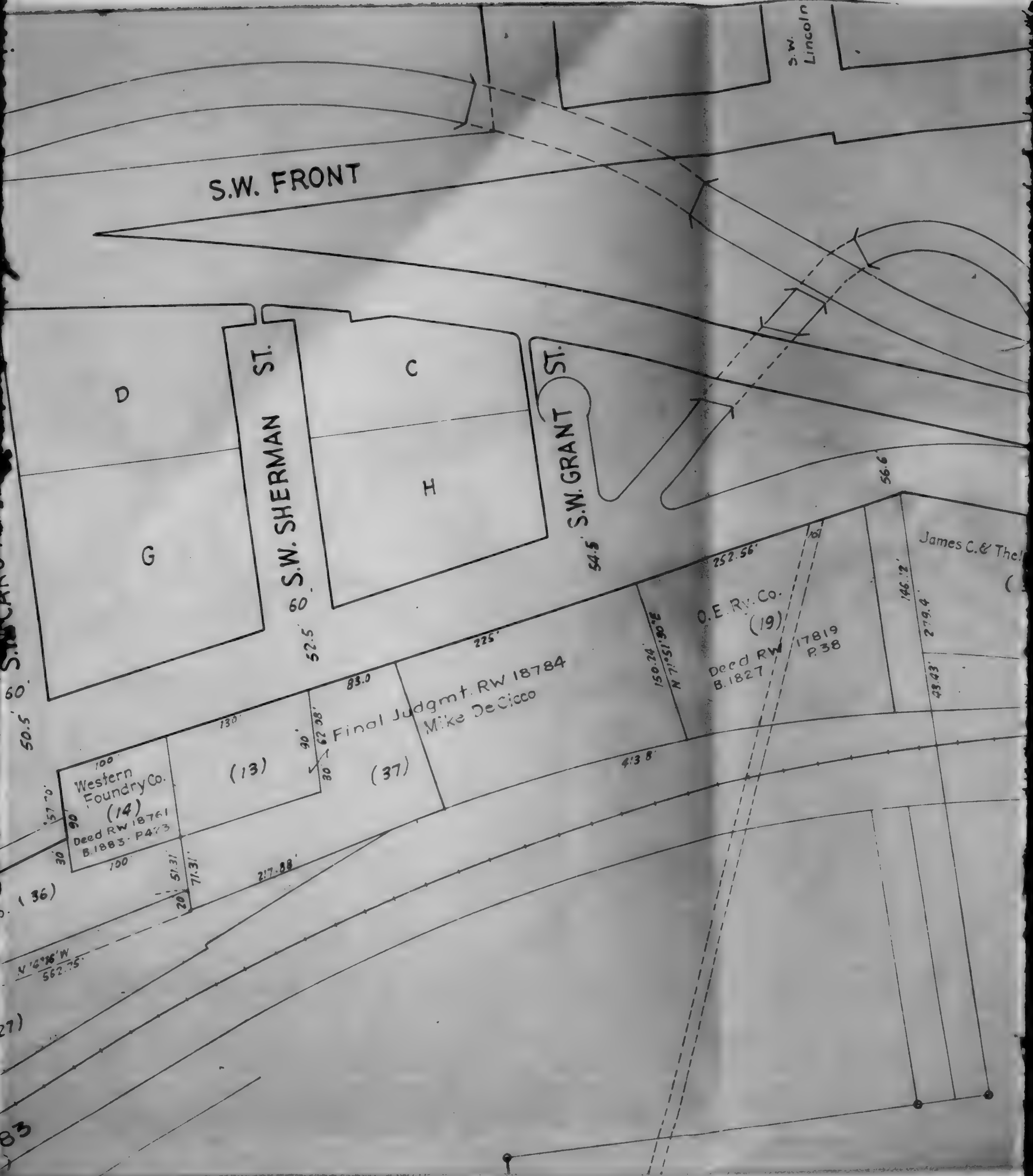
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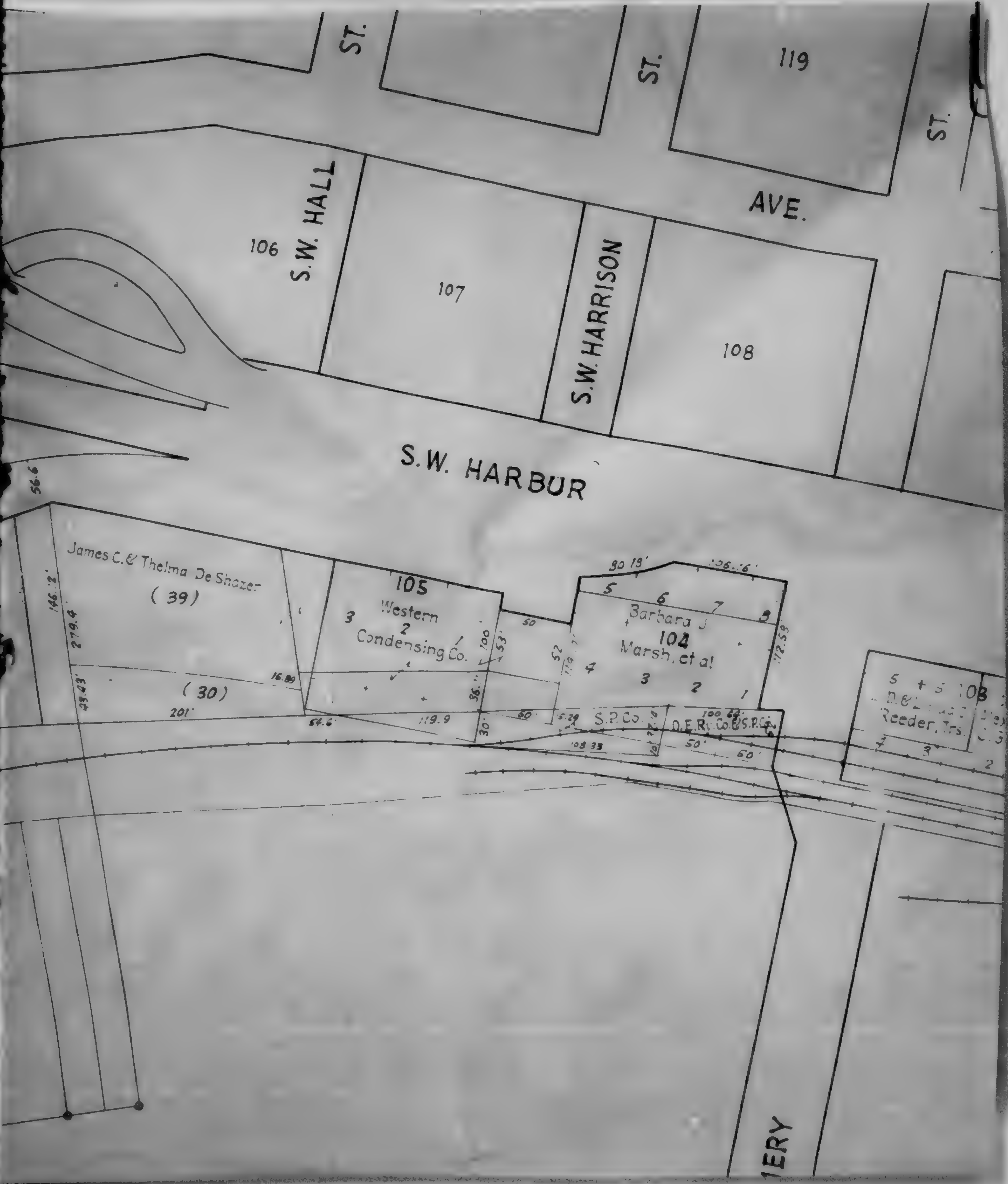
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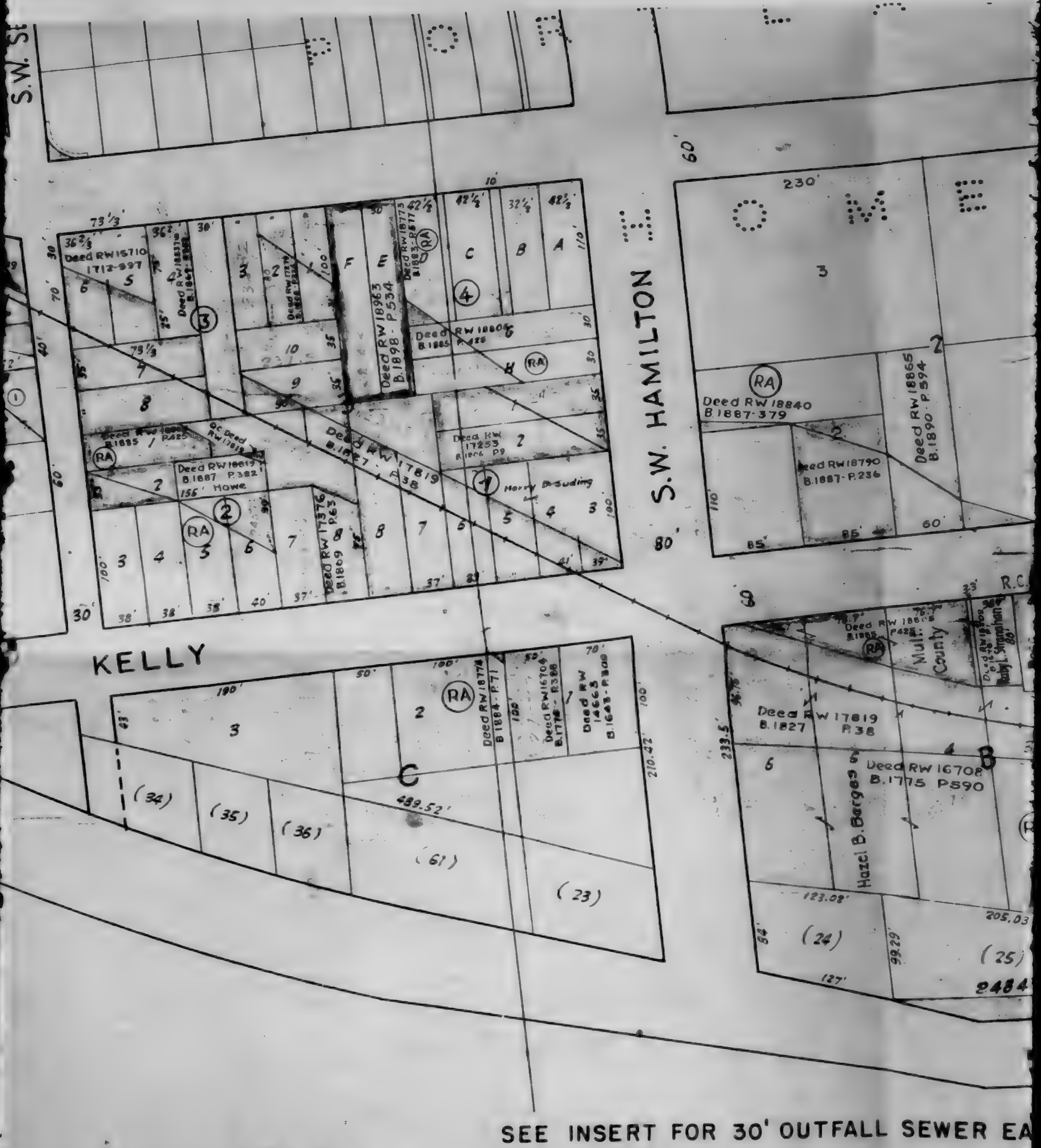
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B.1890 P.594
Deed RW 18790
B.1887 P.236
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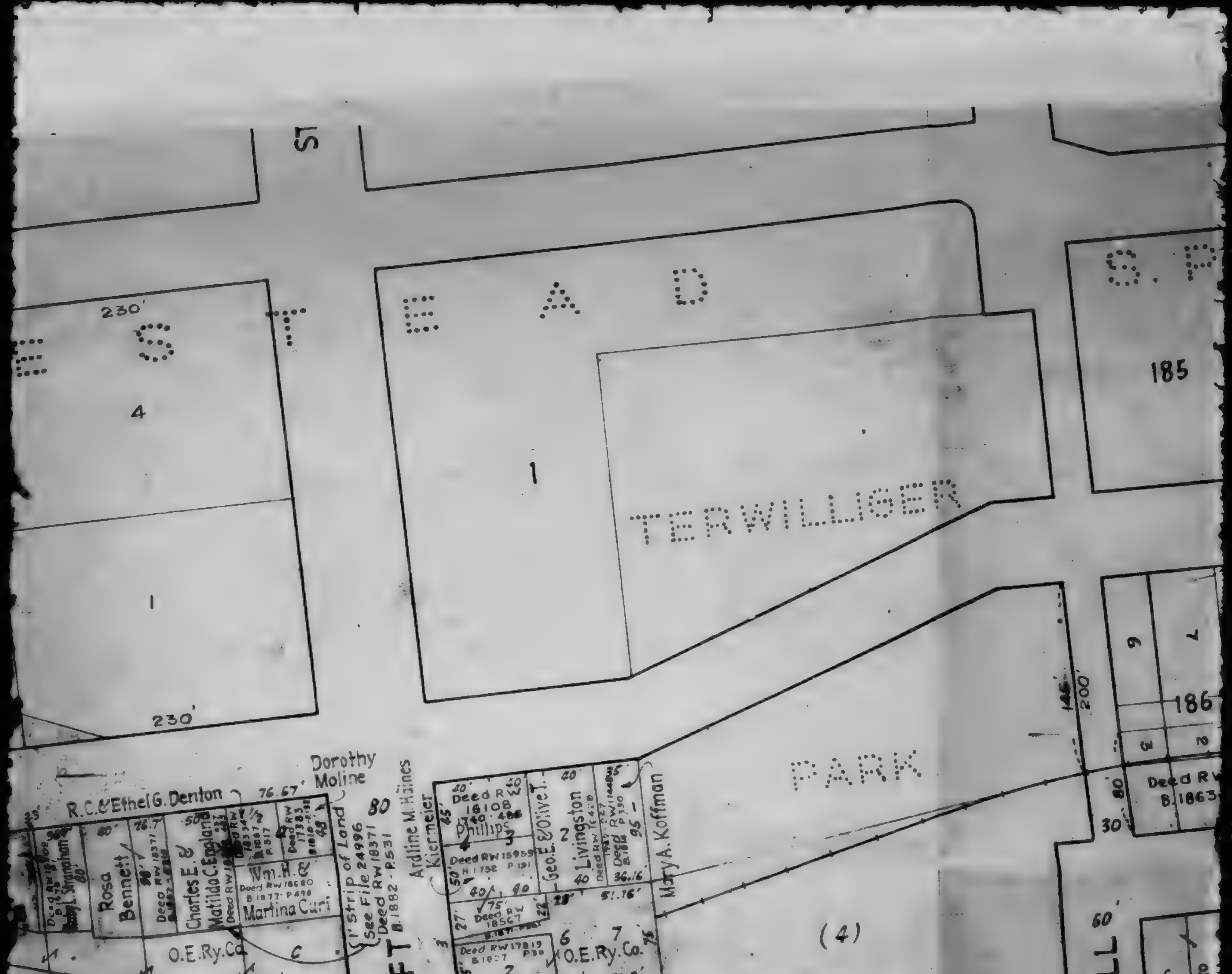
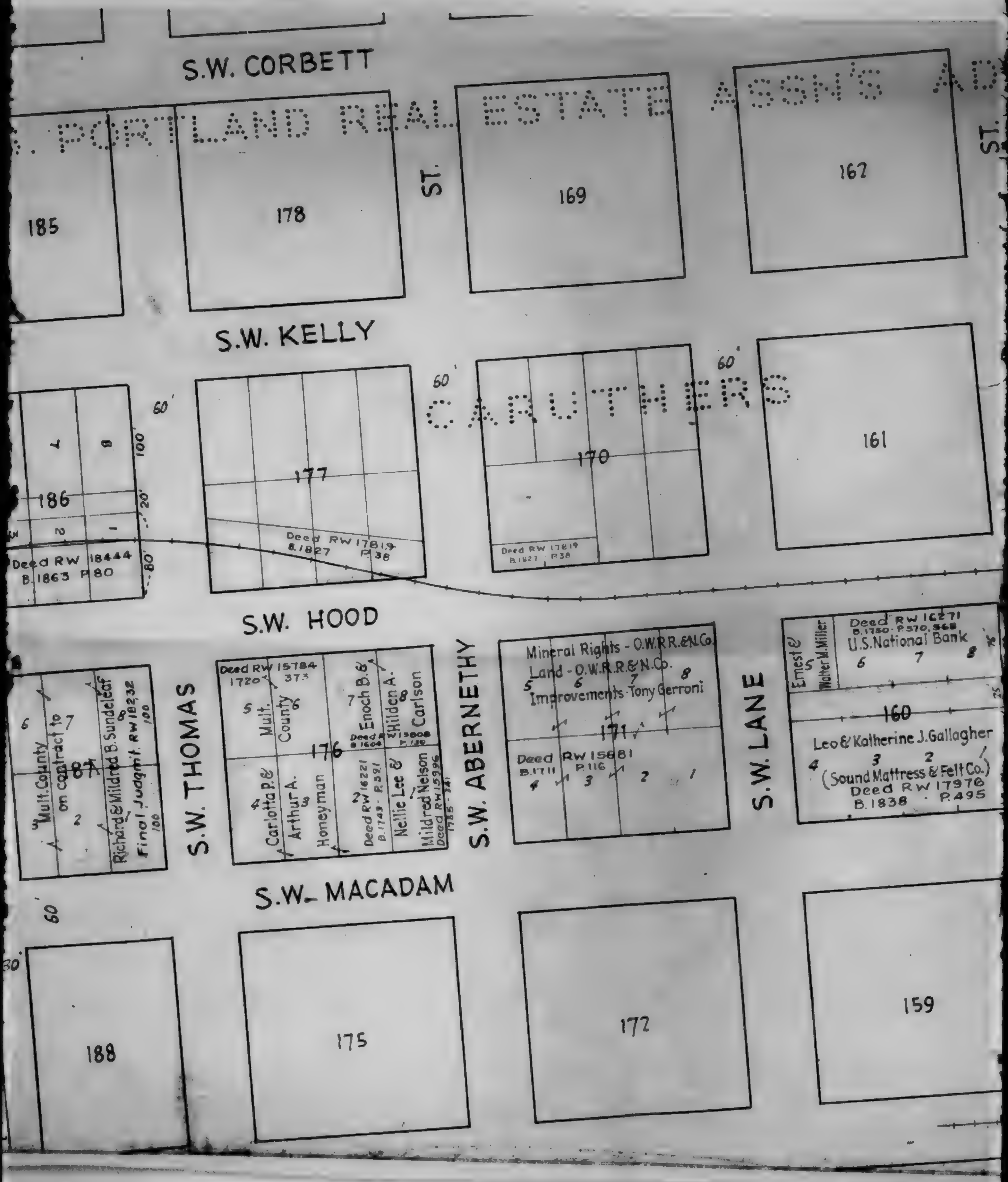
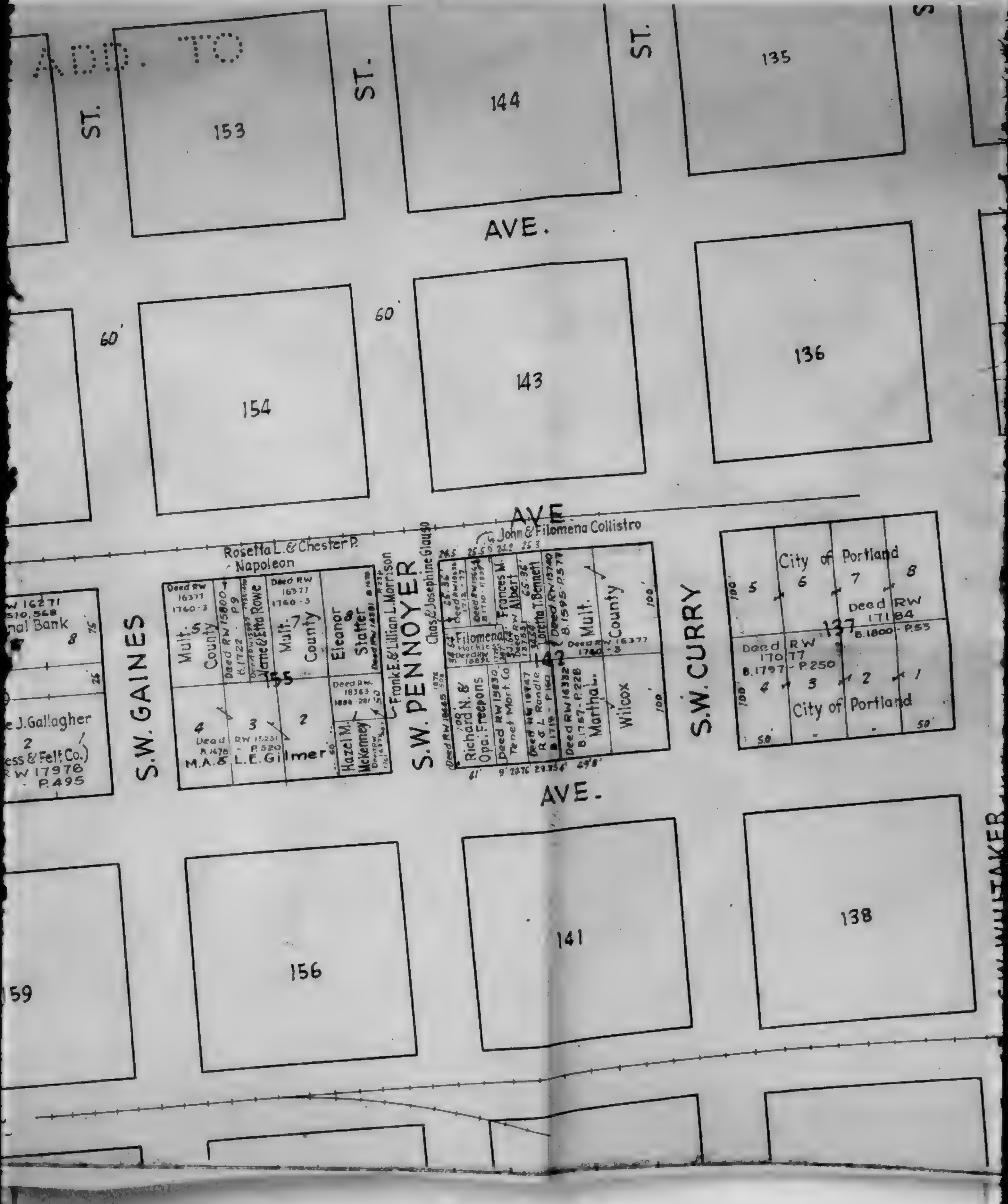
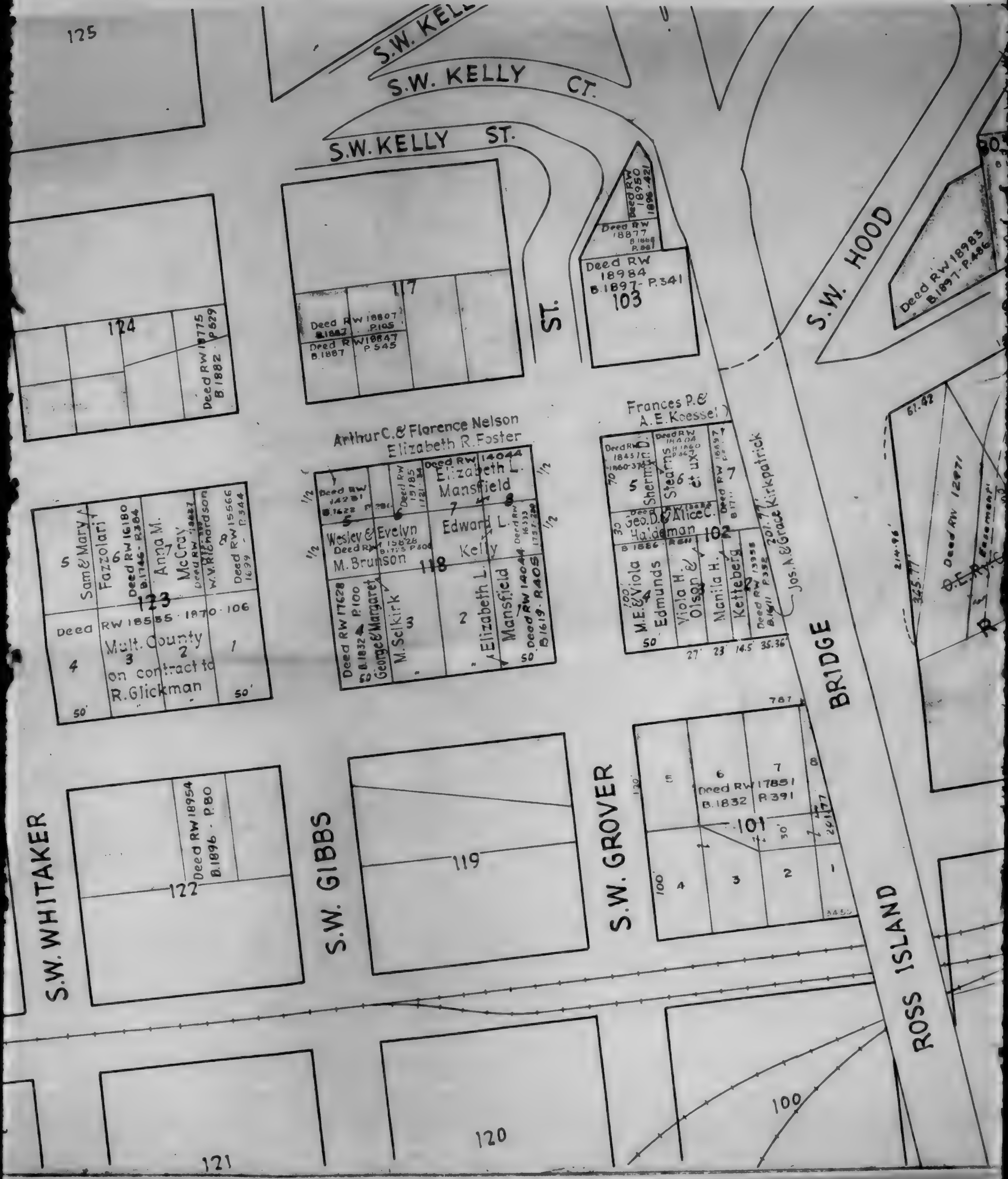
2484
SEE INSERT FOR 30' OUTFALL SEWER EA

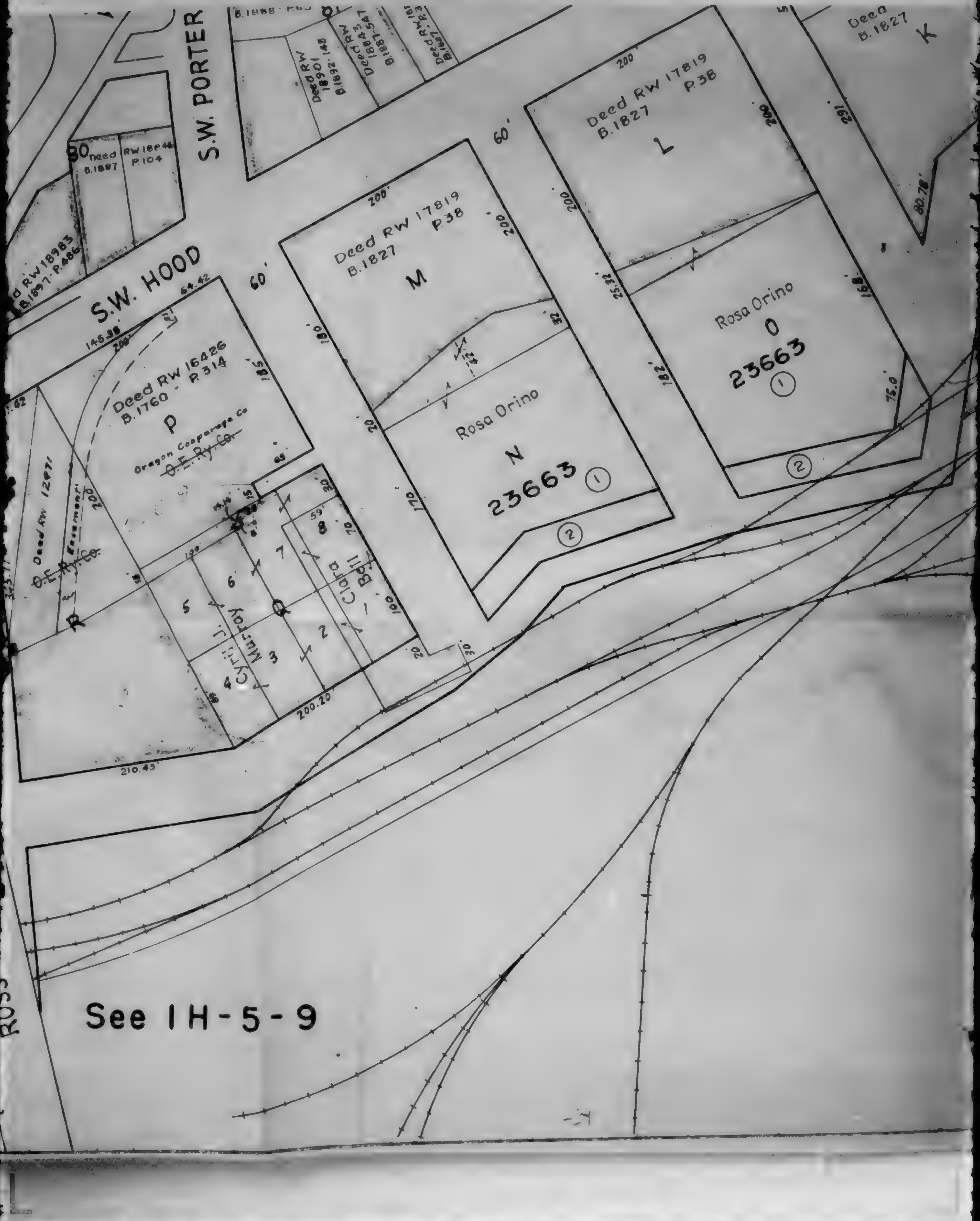

ST
E S
T E A D
S. P
TERWILLIGER
PARK
230'
4
1
230'
1
185
9
7
186
3
2
Deed RW
B.1863
80
30
200
146
Dorothy Moline
R.C. & Ethel G. Denton
76.67
Rosa Bennett
Charles E. & Matilda C. England
Wm. H. & Martina Curi
Deed RW 18680 B.1877 - P.498
1' Strip of Land See File 24996 Deed RW 18371 B.1882 - P.531
80
Ardline M. Haines Kiermeier
Deed RW 16108
Phillips
Deed RW 15959 B.1752 P.191
Geo. E. & Olive T. Livingston
Mary A. Koffman
Deed RW 18567
Deed RW 17819
O.E.Ry.Co.
O.E.Ry.Co.
6
7
2
3
2
c
d
B
3
(RA)
Multnomah County
City of Portland
Mult. County
Deed RW 18805 B.1885 P.425
205.03'
183.53'
(25)
24847
(26)
140.15
50.60
S.W. BANCROFT
A
R B Moore
~~M.J.C.~~
~~Martina Peringer~~
Deed RW 16377 B.1769 P.3
Mult. County
158.75
Deed RW 18362 B.1859 P.581
John G. & Elva M. Lind
Alma J. Overby
151.58
48.00
(4)
City of Portland
S.W. LOWELL
60
60
30
Mult. County
on contract to
6
VER EASEMENT
30'
28082
Hoffman Const. Co.
Geo. L. Brown

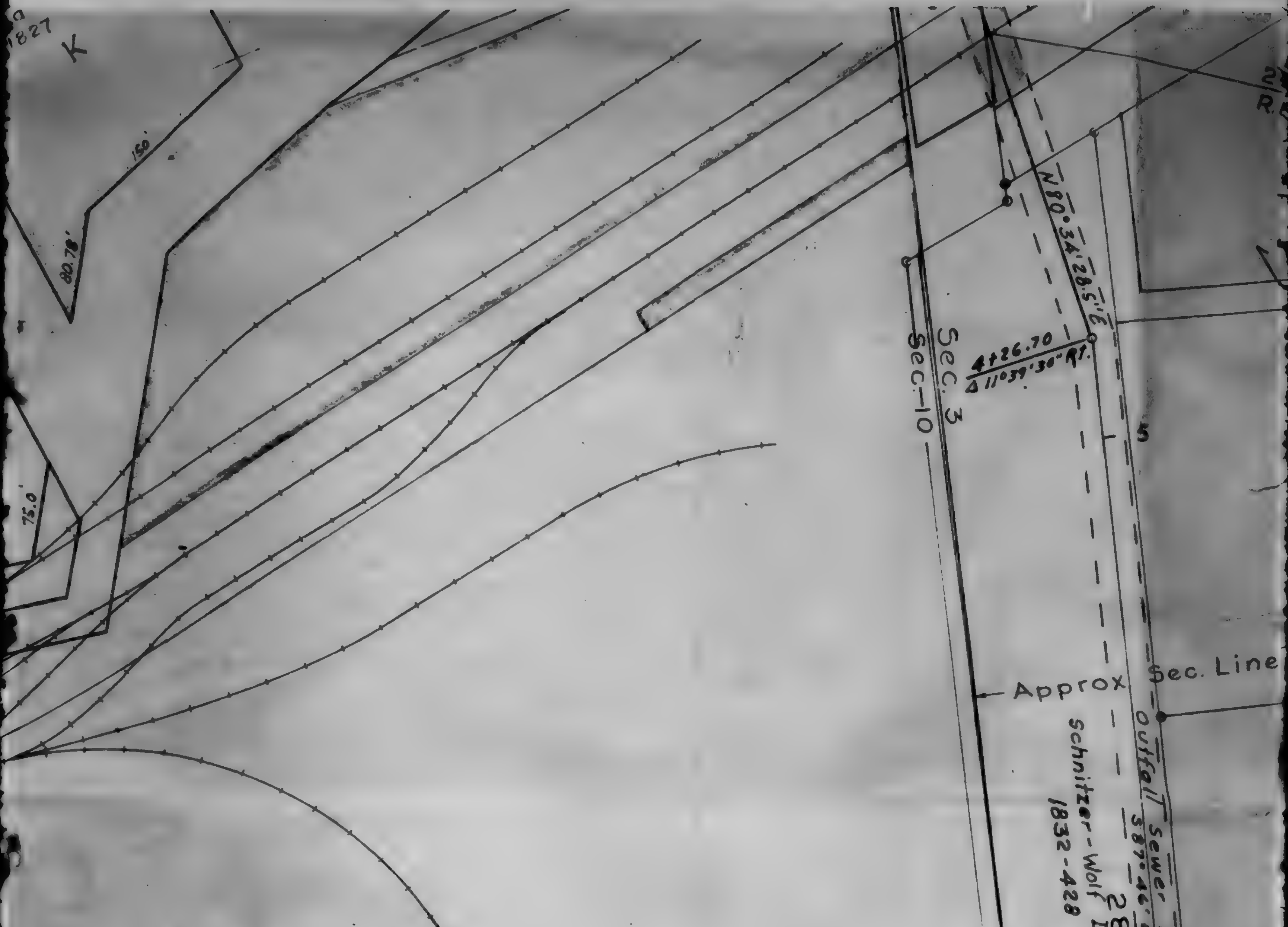

S.W. CORBETT
S. PORTLAND REAL ESTATE ASSN'S AD
185
178
ST.
169
162
ST.
S.W. KELLY
CARUTHERS
60'
60'
60'
100'
20'
80'
186
7
8
3
2
1
Deed RW 18444
B.1863 P.80
177
Deed RW 17819
B.1827 P.38
170
Deed RW 17819
B.1827 P.38
161
S.W. HOOD
S.W. THOMAS
187
6
7
8
Mult. County
on contract to
4
2
1
Richard & Mildred B. Sundeleaf
Final Judgm't. RW 18232
100
100
176
Deed RW 15784
1720 373
5
6
Mult. County
7
8
Enoch B. & Hilden A. Carlson
Deed RW 15808
B.1604 P.130
4
3
Carlotta P. & Arthur A. Honeyman
2
Deed RW 16221
B.1749 P.391
1
Nellie Lee & Mildred Nelson
Deed RW 15996
1785 341
S.W. ABERNETHY
171
Mineral Rights - O.W.R.R.& N.Co.
Land - O.W.R.R.& N.Co.
5
6
7
8
Improvements - Tony Gerroni
Deed RW 15681
B.1711 P.116
4
3
2
1
S.W. LANE
160
Deed RW 16271
B.1750 - P.570, 568
U.S. National Bank
Ernest & Walter M. Miller
5
6
7
8
75
25
Leo & Katherine J. Gallagher
4
3
2
1
(Sound Mattress & Felt Co.)
Deed RW 17976
B.1838 - P.495
S.W. MACADAM
60'
30'
188
175
172
159

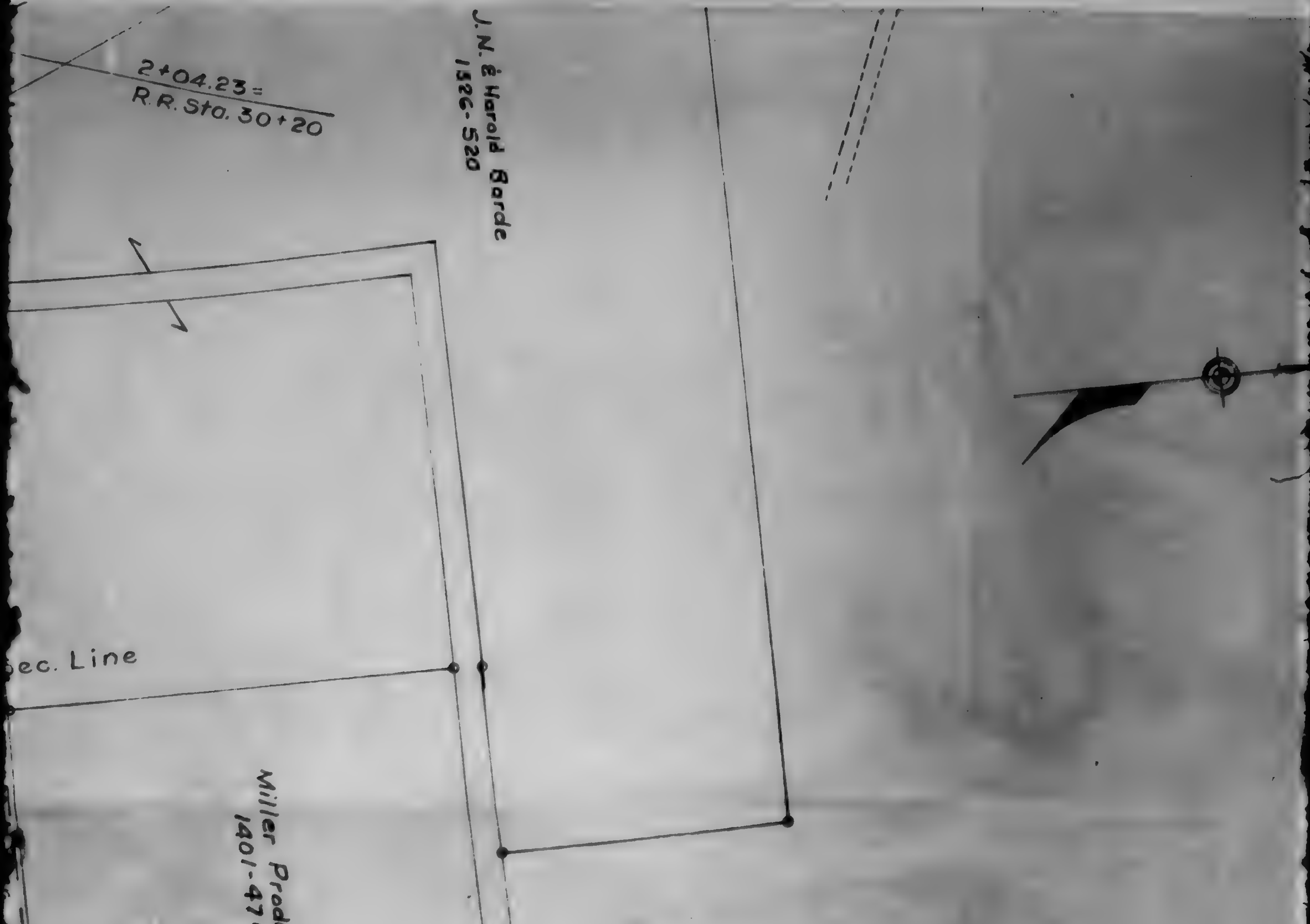

ADD. TO
ST.
ST.
ST.
153
144
135
AVE.
60'
60'
154
143
136
AVE
Rosetta L. & Chester P. Napoleon
John & Filomena Collistro
Deed RW 16377 1760-3
Mult. 5 County
Deed RW 15800 B.1722 P.9
Verne & Etta Rowe
Deed RW 16377 1760-3
Mult. 7 County
Eleanor 8 Statter
155
4
3
2
Dead RW 15231 B.1678 - P.520
M.A. & L.E. Gilmer
Deed RW 18363 1858-281
50
Hazel M. McKenney
Frank E. & Lillian L. Morrison
Chas. & Josephine Glaus
S.W. GAINES
S.W. PENNOYER
S.W. CURRY
Filomena Harkless Deed RW 18696
Frances M. Albert
Loretta T. Bennett
Deed RW 15740 B.1595-P.577
Mult. County
Deed RW 16377 1760-3
142
Richard N. & Opal Freepons
Deed RW 15830 Tenet Mort. Co
Deed RW 18747 R & L Randle B.1719 - P.160
Deed RW 16332 B.1757-P.228 Martha L. Wilcox
100
100
41'
9'
22.75'
29.85'
49.8'
RW 16271 570.568 nal Bank
8
75
25
e J. Gallagher
2
ess & Felt Co.)
RW 17976 - P.495
City of Portland
5
6
7
8
Deed RW 17184 B.1800 - P.53
137
Deed RW 17077 B.1797 - P.250
4
3
2
1
City of Portland
100'
100'
50'
50'
AVE.
159
156
141
138
S.W. WHITAKER



S.W. KELLY CT.
S.W. KELLY ST.
S.W. HOOD
ST.
S.W. WHITAKER
S.W. GIBBS
S.W. GROVER
ROSS ISLAND BRIDGE
125
124
123
122
121
120
119
118
117
103
102
101
100
Deed RW 18775 B.1882 P.529
Deed RW 18807 B.1887 P.105
Deed RW 18847 B.1887 P.545
Deed RW 18950 B.1896 P.421
Deed RW 18877 B.1868 P.861
Deed RW 18984 B.1897 P.341
Deed RW 18983 B.1897 P.486
Deed RW 12871
Frances P. & A. E. Koessel
Arthur C. & Florence Nelson
Elizabeth R. Foster
Deed RW 14044
Elizabeth L. Mansfield
Edward L. Kelly
Wesley & Evelyn M. Brunson
Deed RW 15628
George & Margaret M. Selkirk
Deed RW 17628 B.1832 P.100
Deed RW 14044 B.1619 P.405
Sam & Mary Fazzolari
Deed RW 16180 B.1746 P.384
Anna M. McCray
W. V. Richardson
Deed RW 15566 1639 P.344
Deed RW 18555 1870 106
Mult. County on contract to R. Glickman
Sherman D. Stearns et ux
Geo. D. & Alice C. Haldeman
M. E. & Viola Edmunds
Viola H. Olson et al
Manila H. Ketteberg
Jos. A. & Grace Kirkpatrick
Deed RW 13958
Deed RW 17851 B.1832 P.391
Deed RW 18954 B.1896 P.80
O.E.Ry.Co.
Easement


S.W. PORTER
S.W. HOOD
B.1888 - P.65
Deed RW 18901 B.1892-148
Deed RW 18843 B.1887-547
Deed RW B.1887 P.3
Deed B.1827
K
Deed B.1887
RW 18846 P.104
Deed RW 18983 B.1897-P.486
60'
60'
200'
Deed RW 17819 B.1827 P.38
L
200'
200'
291'
80.78'
25.32'
168'
Deed RW 17819 B.1827 P.38
M
200'
200'
180'
42'
32'
Rosa Orino
N
23663
①
②
20'
170'
182'
Rosa Orino
O
23663
①
②
75.0'
64.42
145.38
200'
185'
Deed RW 16426 B.1760 - P.314
P
Oregon Cooperage Co
~~O.E. Ry. Co.~~
85'
15
1.62
Deed RW 12971
Easement
~~O.E. Ry. Co.~~
200'
343.71
R
100'
30'
59'
20
8
7
6
5
Q
Cyril J. Murray
Clara Bell
100'
2
3
4
200.20'
20
30
210.45'
ROSS
See 1H-5-9


a
1827
K
150'
80.78'
75.0'
Sec. 3
Sec.-10
4+26.70
Δ 11°39'30" Rt.
N80°34'28.5"E
5
Approx Sec. Line
Outfall Sewer Easement
S87°46'01.5"E
28125
Schnitzer-Wolf Investment Co.
1832-428
10
15
15
28127
28128
1/2+05
2
R.


2+04.23 =
R.R. Sta. 30+20
J.N. & Harold Barde
1526-520
Sec. Line
Miller Products Co.
1401-471
Easement
10
15
15
Zidell Machinery & Supply Co.
12+05 Edge of Water
28128

S.W. MONTGO

June 16, 1958

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We intend to put the Lowell Street-Harbor Drive Section of the Baldock Freeway under contract in the near future. In connection with this contract it will be necessary to construct two storm drainage sewers leading under your tracks. One of these is at the foot of Bancroft Street and the other near the foot of Sheridan Street. I am attaching hereto two copies of the description covering a 30-foot easement across your right of way for both of these outfall sewers.

I am attaching, also, two prints showing the profile of the sewers at each of these locations and prints of the map of this section which show, by an insert, the sewer line near Bancroft Street and on the map itself the sewer at Sheridan Street.

It would be appreciated if you would prepare agreements granting us an easement for our contractor to make the installation under your tracks.

The sewer at Bancroft Street will be a 30-inch corrugated metal pipe, 10-gauge, asbestos-protected, and paved invert with watertight couplings. The Sheridan Street sewer will be a 42-inch, eight-gauge, asbestos-protected, and paved invert corrugated-metal pipe with watertight couplings.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
GSP:gm Mr. V. G. O'Neil

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 16, 1958

SUBJECT: File No. 28083
Harbor Drive-Barbur Blvd. Section
Pacific Highway

To: G. S. Paxson
Assistant State Highway Engineer
Office

In accordance with your request we are attaching five copies of the Southern Pacific Company descriptions on two 30-foot outfall sewer easements which the State needs for the Harbor Drive-Barbur Blvd. project.

Also attached are four prints of a section of our map 7B-16-3 on which we have outlined the Southern Pacific parcel, which shows the easement needed on S.W. Sheridan Street.

In addition thereto we are attaching four prints of a 1-inch = 200 feet sketch showing the proposed 30-foot outfall sewer easement near S.W. Bancroft Street across the S.P. right of way.

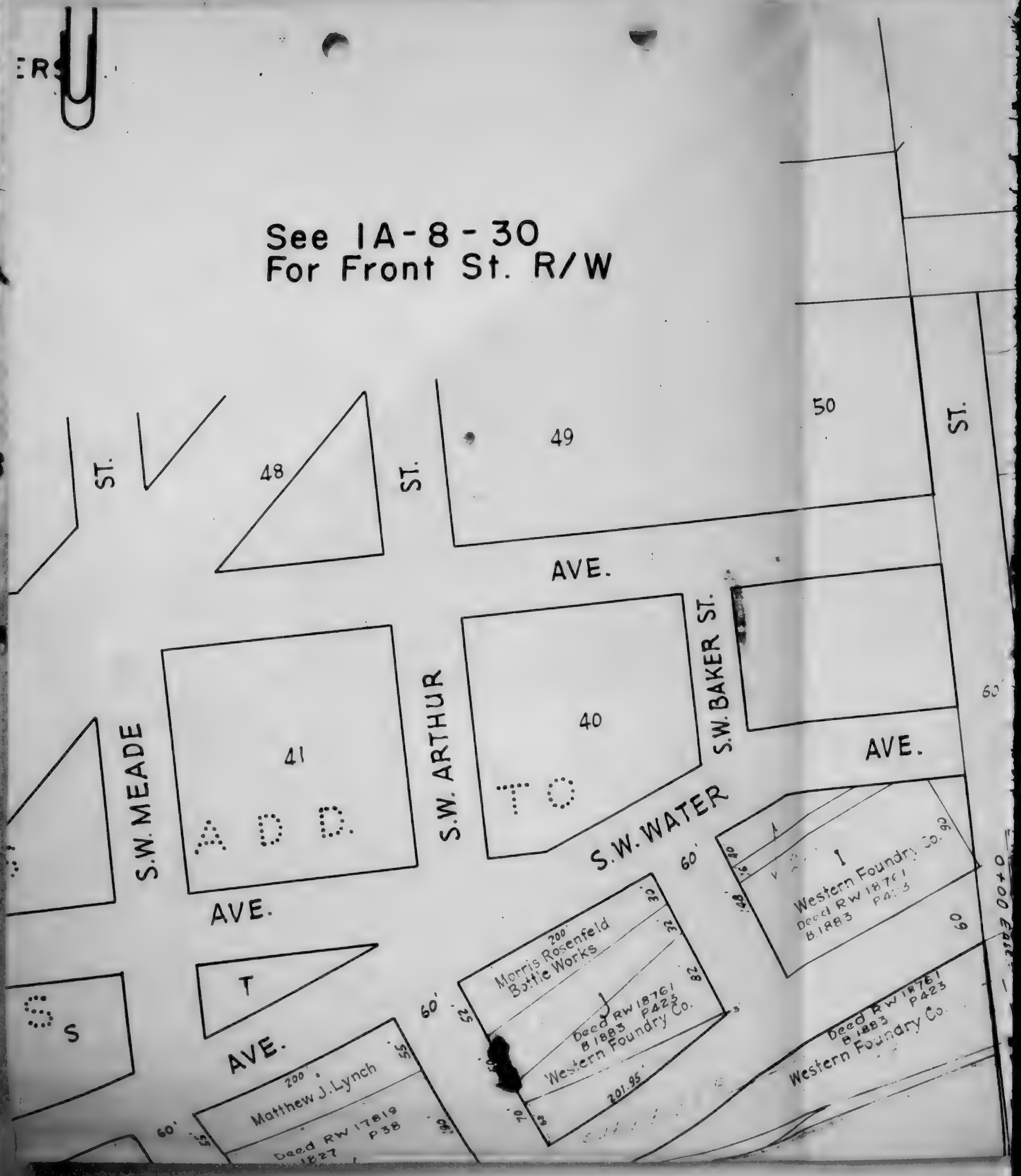
Earl F. Saling
EARL F. SALING,
Right of Way Office Manager

EFS:mb

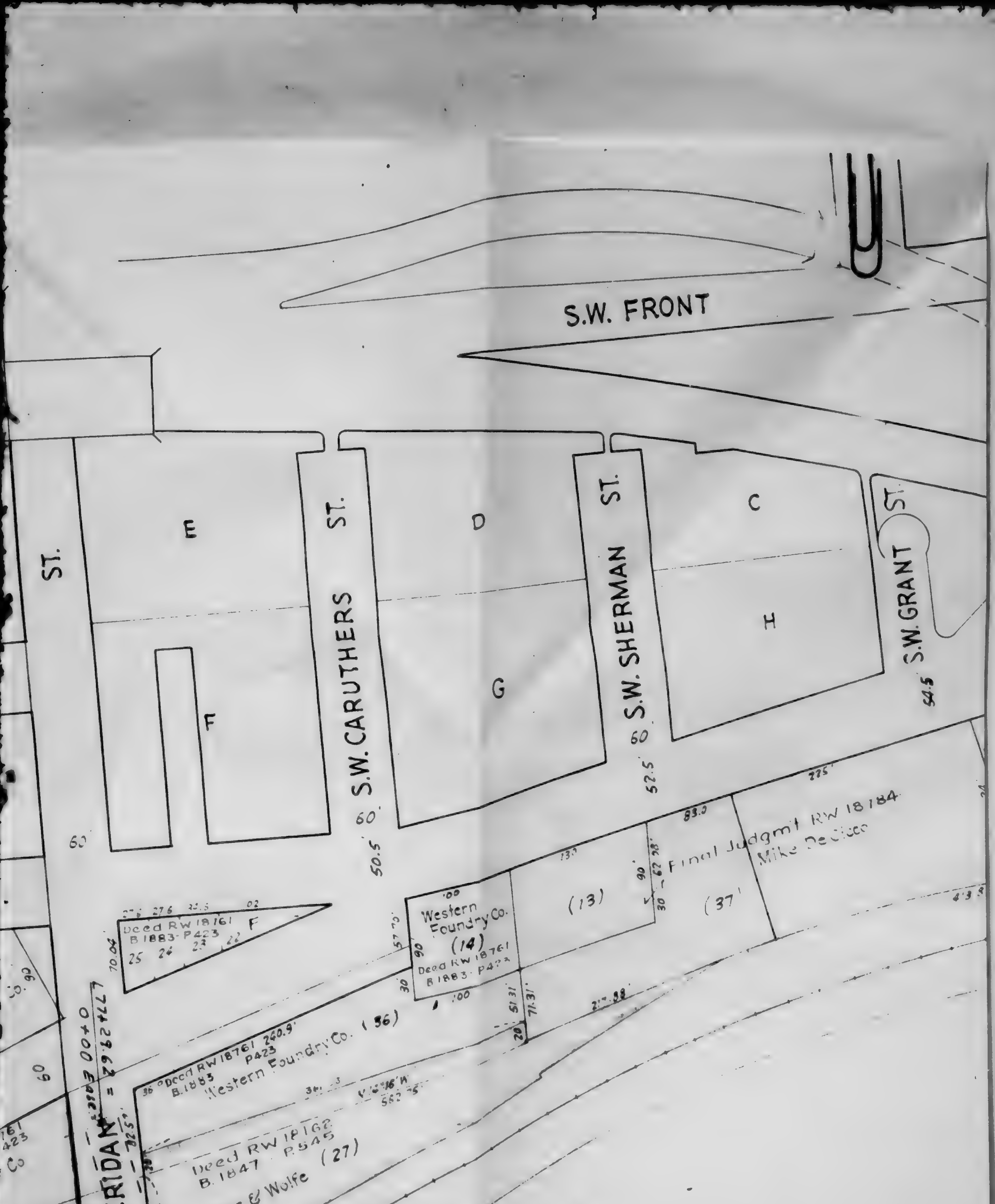
Attach:

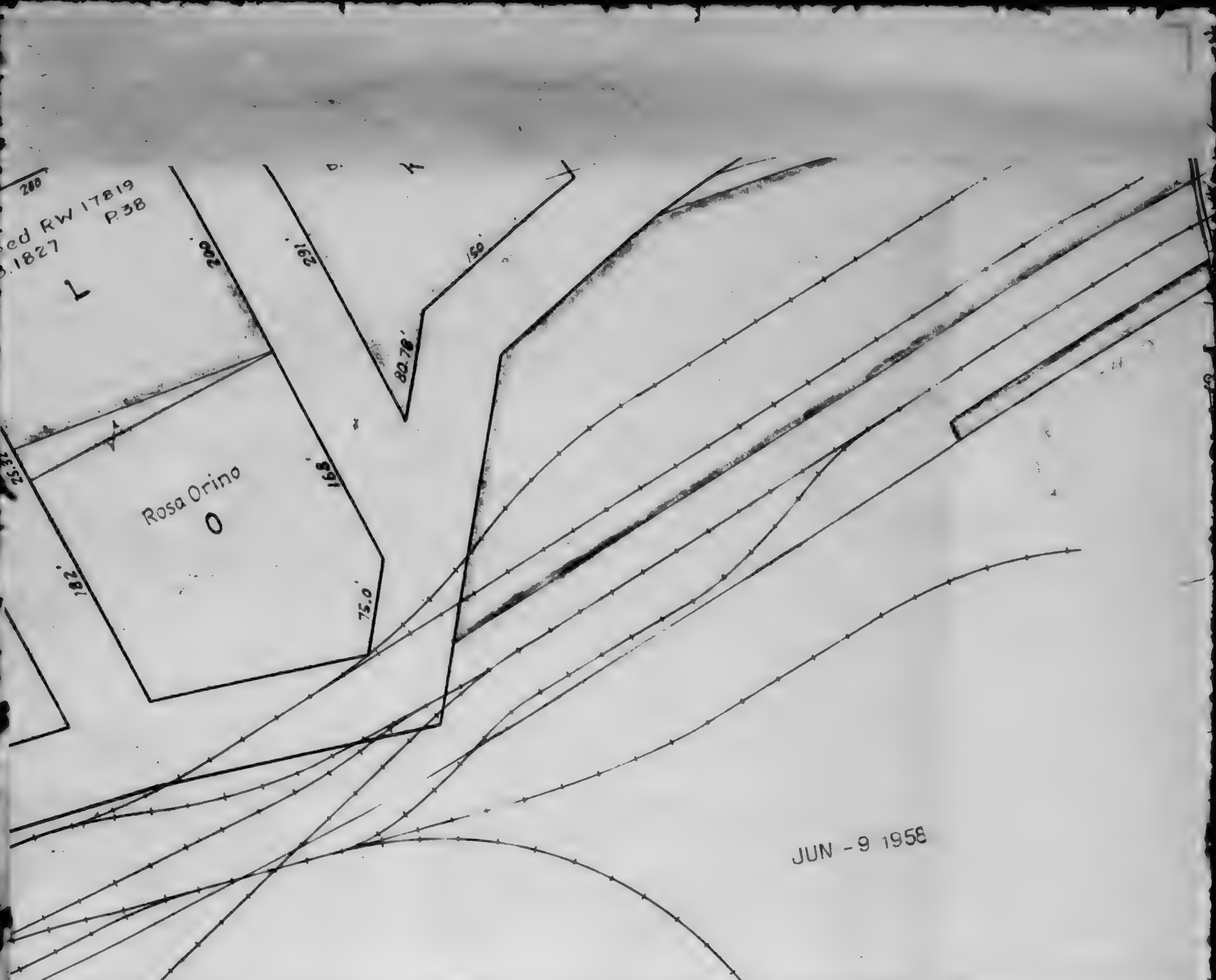
cc - S. N. Mayhew

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

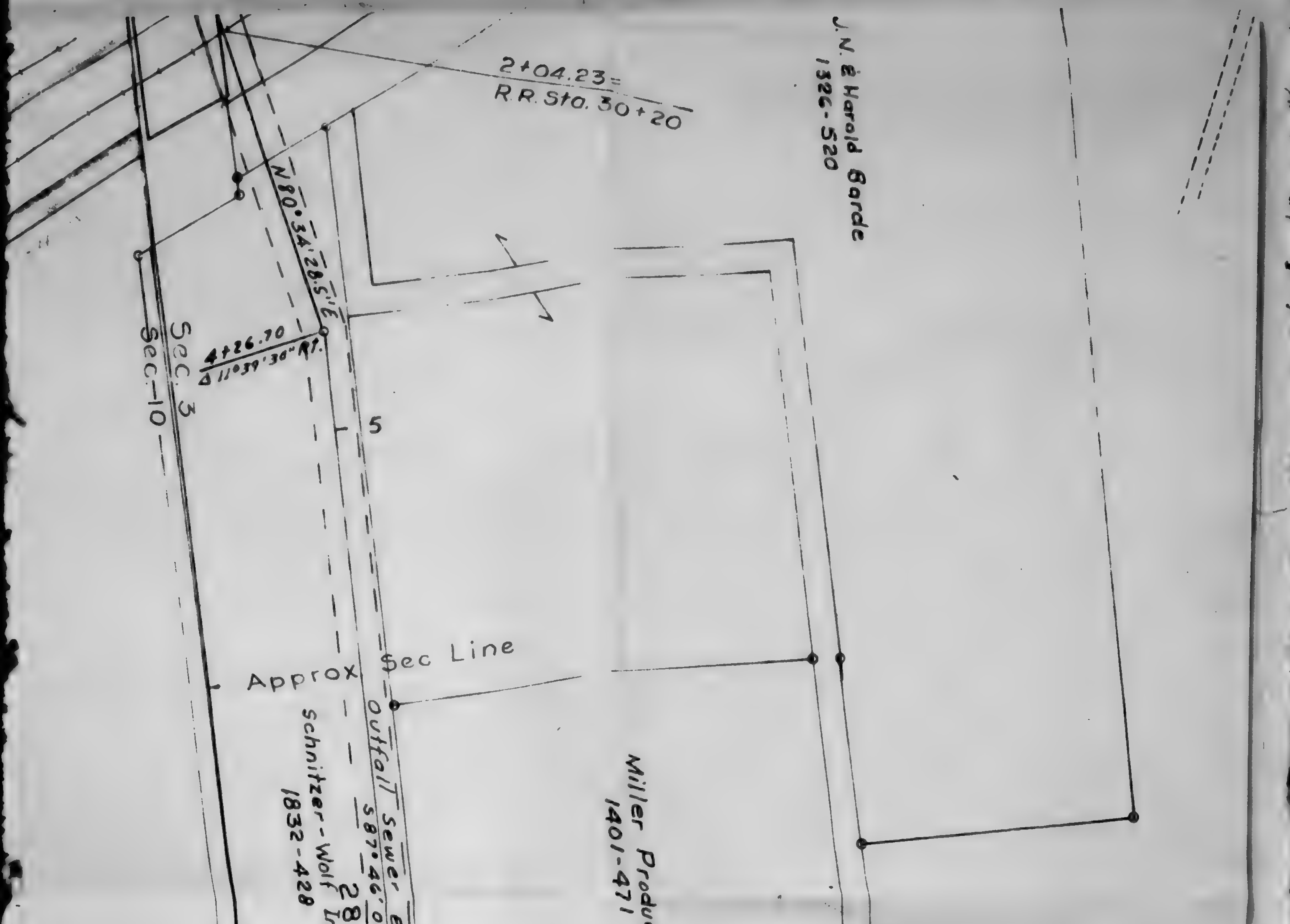


See 1A-8-30
For Front St. R/W


S.W. FRONT
ST.
E
F
S.W. CARUTHERS ST.
D
G
S.W. SHERMAN ST.
C
H
S.W. GRANT ST.
54.5
60
52.5
60'
50.5
60
Deed RW 18761
B.1883-P423
F
25
24
23
22
70.04
Western Foundry Co.
(14)
Deed RW 18761
B 1883 · P423
100
90
30
57.70
51.31
71.31
20
217.88
83.0
13.0
225'
(13)
90'
30
Final Judgmt RW 18184
Mike DeCicco
(37)
Deed RW 18761 240.9'
B.1883 P423
Western Foundry Co. (36)
Deed RW 18162
B.1847 P.545
(27)
Schnitzer & Wolfe
S.W. SHERIDAN
0+00 = 279.82+77
32.5'
103.64
117'
60
Co. 90
761
423
Co
28083


200
ed RW 17819
.1827 P.38
L
200
291'
150'
80.78'
25.32
Rosa Orino
O
168
182'
75.0

JUN -9 1958


2+04.23=
R.R. Sta. 30+20
J.N. & Harold Barde
1326-520
N80°34'28.5"E
4+26.70
Δ11°39'30" Rt.
Sec. 3
Sec.-10
5
Approx Sec Line
Outfall Sewer Easement
S87°46'01.5"E
28125
Schnitzer-Wolf Investment Co.
1832-428
Miller Products Co.
1401-471
10
Zidell Machinery & Supply Co.
15 15
12+05 Edge of Water
28127
28128

File No. 28083

DESCRIPTION ONLY

Southern Pacific Company

Harbor Drive-Barbur Boulevard Section — Pacific Highway

Multnomah County — HRS 5-19-58 7B-16-3

PARCEL NO. 1

A parcel of land lying in the James Terwilliger DLC, also situated in the South half (S½) of Section 10, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the Westerly right of way line of the Southern Pacific Company with the South line of the Hoffman Construction Company tract as described in that certain deed, recorded in Book 1725, Page 281, of Multnomah County Deed Records; thence South 89° East, along the South line of said Hoffman Construction Company tract, 60.04 feet to the Easterly right of way line of said Southern Pacific Company; thence Northerly along said right of way line 30.02 feet to a line parallel to and 30 feet Northerly of the afore mentioned course which bears South 89° East; thence North 89° West, 60.04 feet to the Westerly right of way line of said Southern Pacific Company; thence Southerly along said right of way line, 30.02 feet to the place of beginning, containing 1800 square feet.

PARCEL NO. 2

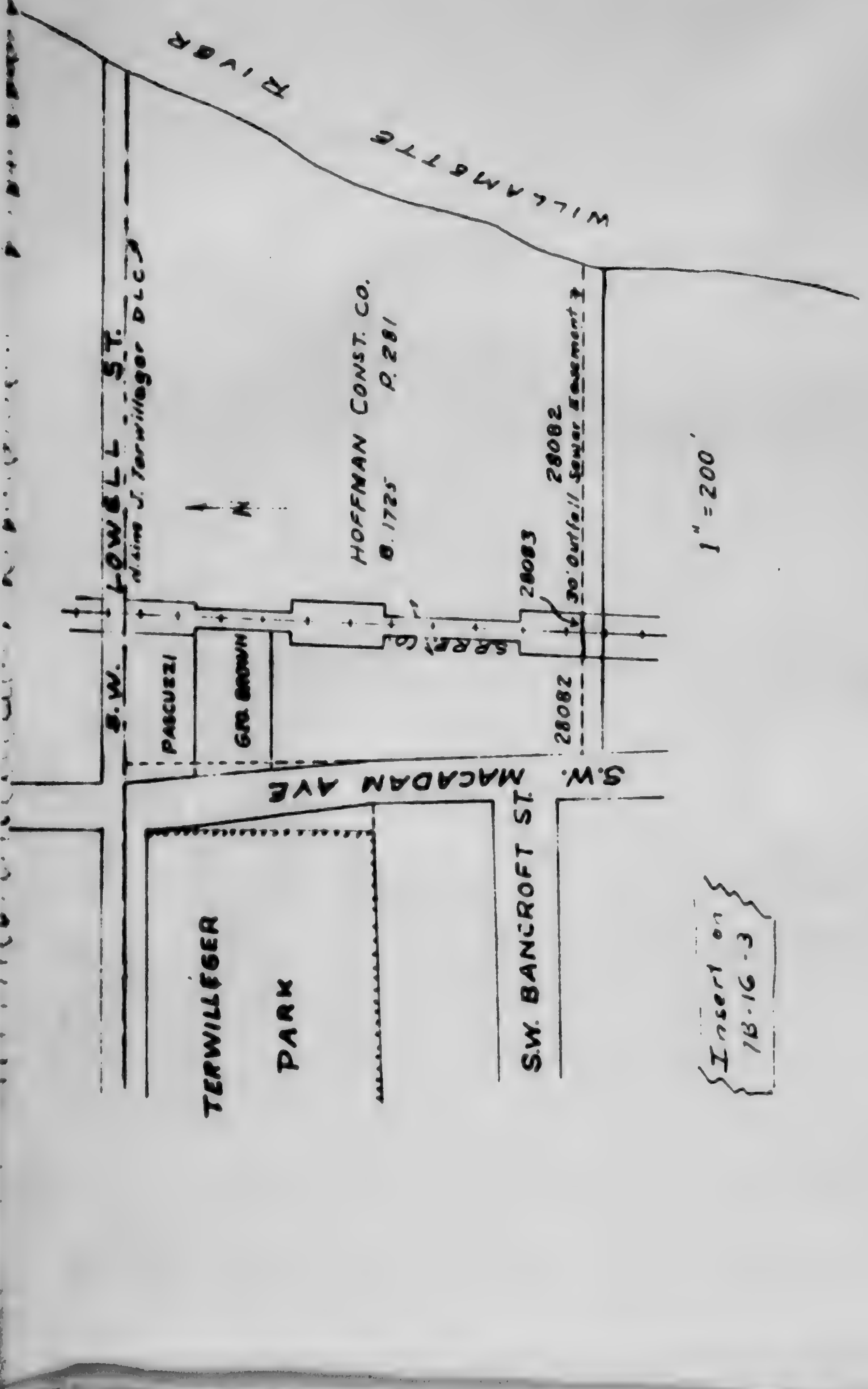
A parcel of land lying in the Fincie Caruthers DLC, also situated in the Southwest quarter (SW¼) of Section 3, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at highway Engineer's center line Station "L" 77+29.62 on the center line of the relocated Pacific Highway, said Station being in the center of S. W. Sheridan Street at a point approximately 202 feet East of the intersection of the center line of S. W. Sheridan Street with the center line of S. W. Water Avenue; thence North 80° 34' 28.5" East, 204.23 feet to a point on the center line of the S. P. Railroad Company, said point being railroad center line Station 30+20; thence North 22° 18' 48.7" West, along said railroad center line 15.39 feet to the true point of beginning; thence South 80° 34' 28.5" West, 31 feet, more or less, to the Westerly right of way line of said railroad; thence South 22° 18' 48.7" East, along said Westerly right of way line 30.78 feet; thence North 80° 34' 28.5" East, 80 feet, more or less, to the Easterly right of way line of said railroad; thence Northerly along said Easterly right of way line 31 feet, more or less, to a point which bears North 80° 34' 28.5" East, from the true point of beginning; thence South 80° 34' 28.5" West, 48 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 0.06 acre.

if/oh

28183


WILLAMETTE RIVER
S.W. LOWELL ST.
N. Line J. Terwilliger DLC
HOFFMAN CONST. CO.
B. 1725 P. 281
N
28083
28082
30' Outfall Sewer Easement
28082
SRR
PASCUZZI
GEO. BROWN
S.W. MACADAM AVE
TERWILLIGER PARK
S.W. BANCROFT ST.
1" = 200'
Insert on 1B·16·3

File No. 28083

DESCRIPTION ONLY

Southern Pacific Company

Harbor Drive-Barbur Boulevard Section Pacific Highway

Multnomah County HRS 5-19-58 7B-16-3

PARCEL NO. 1

A parcel of land lying in the James Terwilliger DLC, also situated in the South half (S½) of Section 10, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

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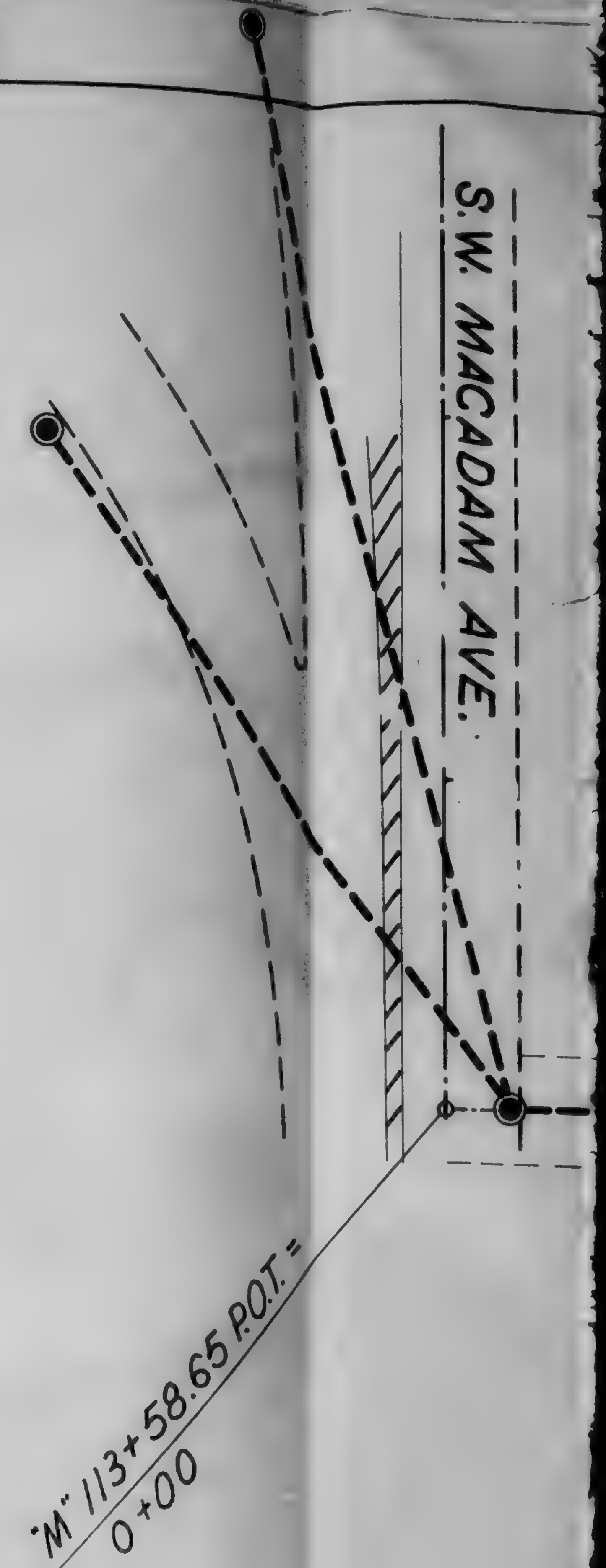
PARCEL NO. 2

A parcel of land lying in the Fincie Caruthers DLC, also situated in the Southwest quarter (SW¼) of Section 3, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at highway Engineer's center line Station "L" 77+29.62 on the center line of the relocated Pacific Highway, said Station being in the center of S. W. Sheridan Street at a point approximately 202 feet East of the intersection of the center line of S. W. Sheridan Street with the center line of S. W. Water Avenue; thence North 80° 34' 28.5" East, 204.23 feet to a point on the center line of the S. P. Railroad Company, said point being railroad center line Station 30+20; thence North 22° 18' 48.7" West, along said railroad center line 15.39 feet to the true point of beginning; thence South 80° 34' 28.5" West, 31 feet, more or less, to the Westerly right of way line of said railroad; thence South 22° 18' 48.7" East, along said Westerly right of way line 30.78 feet; thence North 80° 34' 28.5" East, 80 feet, more or less, to the Easterly right of way line of said railroad; thence Northerly along said Easterly right of way line 31 feet, more or less, to a point which bears North 80° 34' 28.5" East, from the true point of beginning; thence South 80° 34' 28.5" West, 48 feet, more or less, to the true point of beginning.

The parcel of land to which this description applies contains 0.06 acre.

lf/oh



FINAL SURVEY

SURVEYED

PLOTTED

TEMPLATE

AREAS

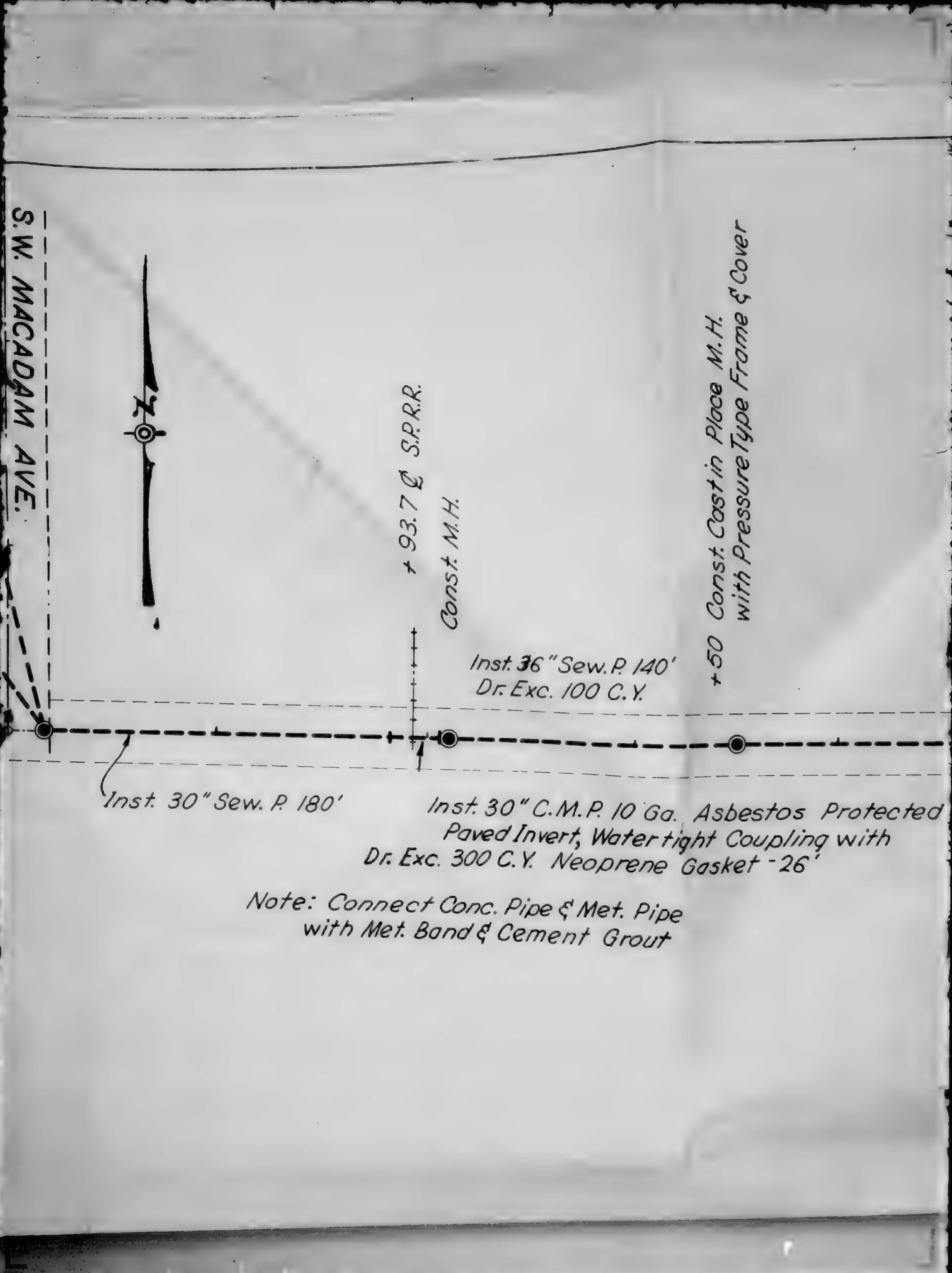
AREAS CHECKED

BY

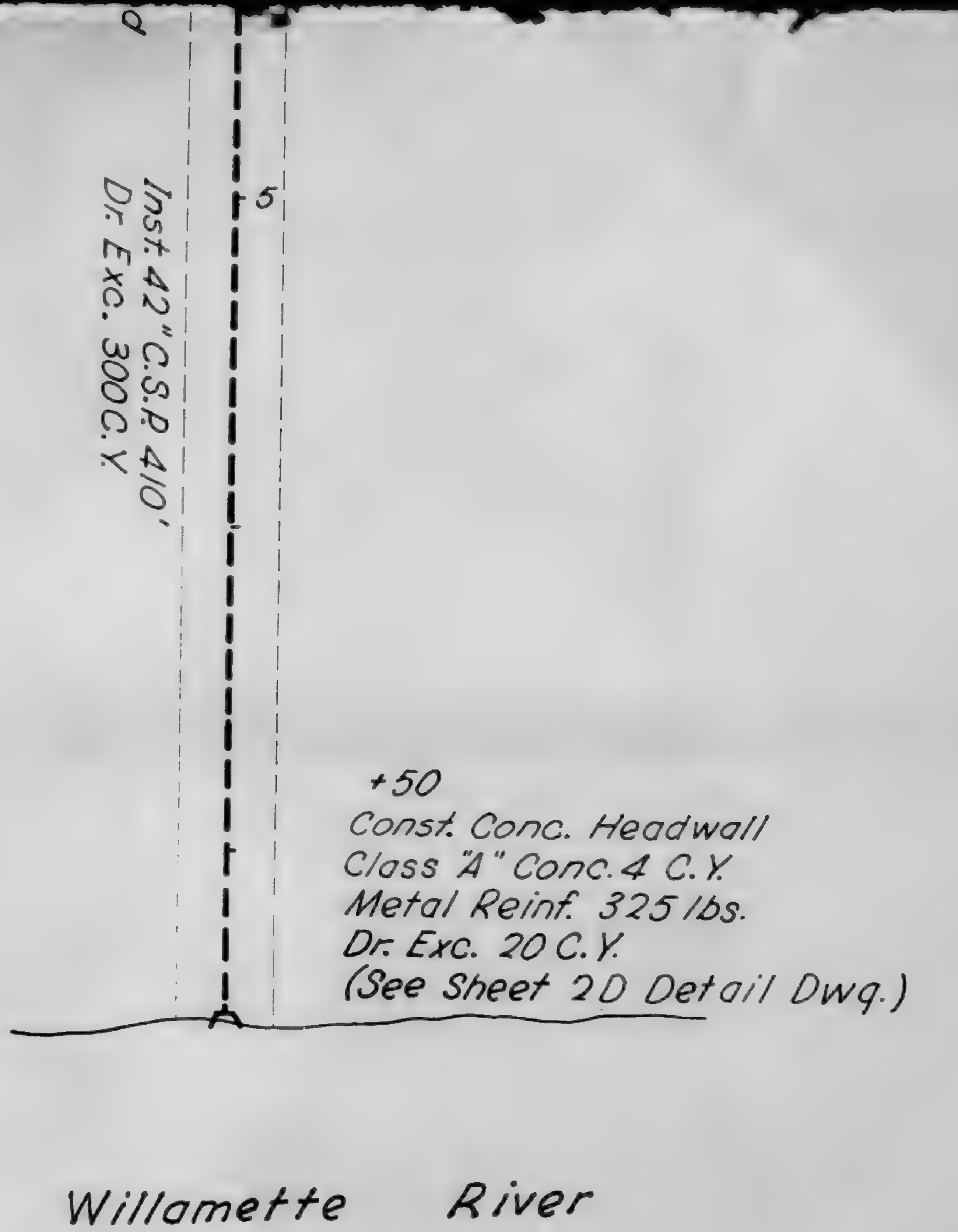
DATE

NOTE BOOK

NO.


S.W. MACADAM AVE.
N
+ 93.7 ℄ S.P.R.R.
Const. M.H.
+50 Const. Cast in Place M.H. with Pressure Type Frame & Cover
Inst. 36" Sew. P. 140'
Dr. Exc. 100 C.Y.
Inst. 30" Sew. P. 180'
Inst. 30" C.M.P. 10 Ga. Asbestos Protected Paved Invert, Watertight Coupling with Neoprene Gasket - 26'
Dr. Exc. 300 C.Y.

Note: Connect Conc. Pipe & Met. Pipe with Met. Band & Cement Grout


d
Inst. 42" C.S.P. 410'
Dr. Exc. 300 C.Y.
5
+50
Const. Conc. Headwall
Class "A" Conc. 4 C.Y.
Metal Reinf. 325 lbs.
Dr. Exc. 20 C.Y.
(See Sheet 2D Detail Dwg.)
Willamette River

HARBOR DRIVE - LOWELL ST. UNIT
HARBOR DRIVE - WASH. CO. LINE SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 7-E
8	OREGON	I-5-6(12)300		TOTAL SHEETS See Index

ORIGINAL SURVEY

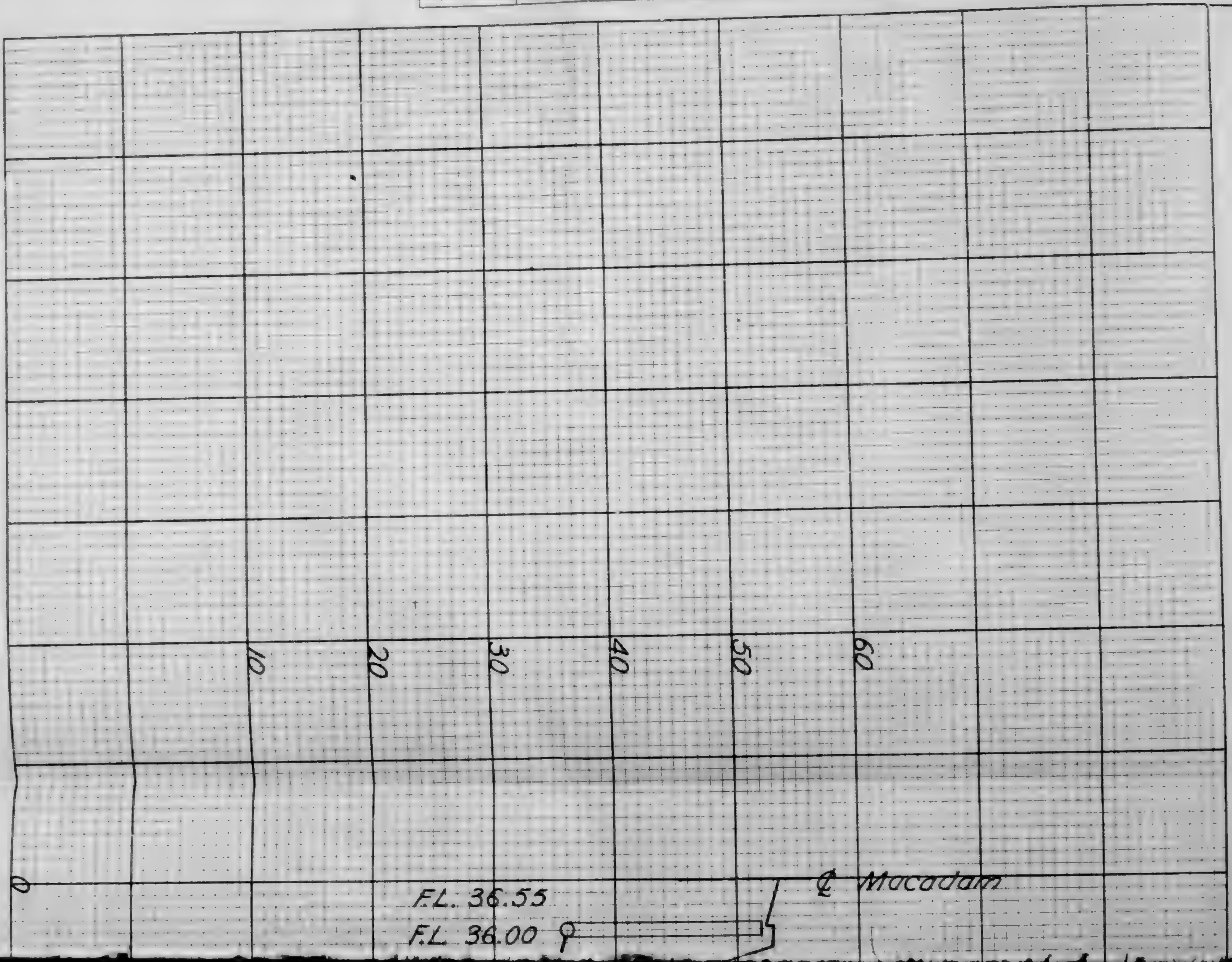
NOTE BOOK

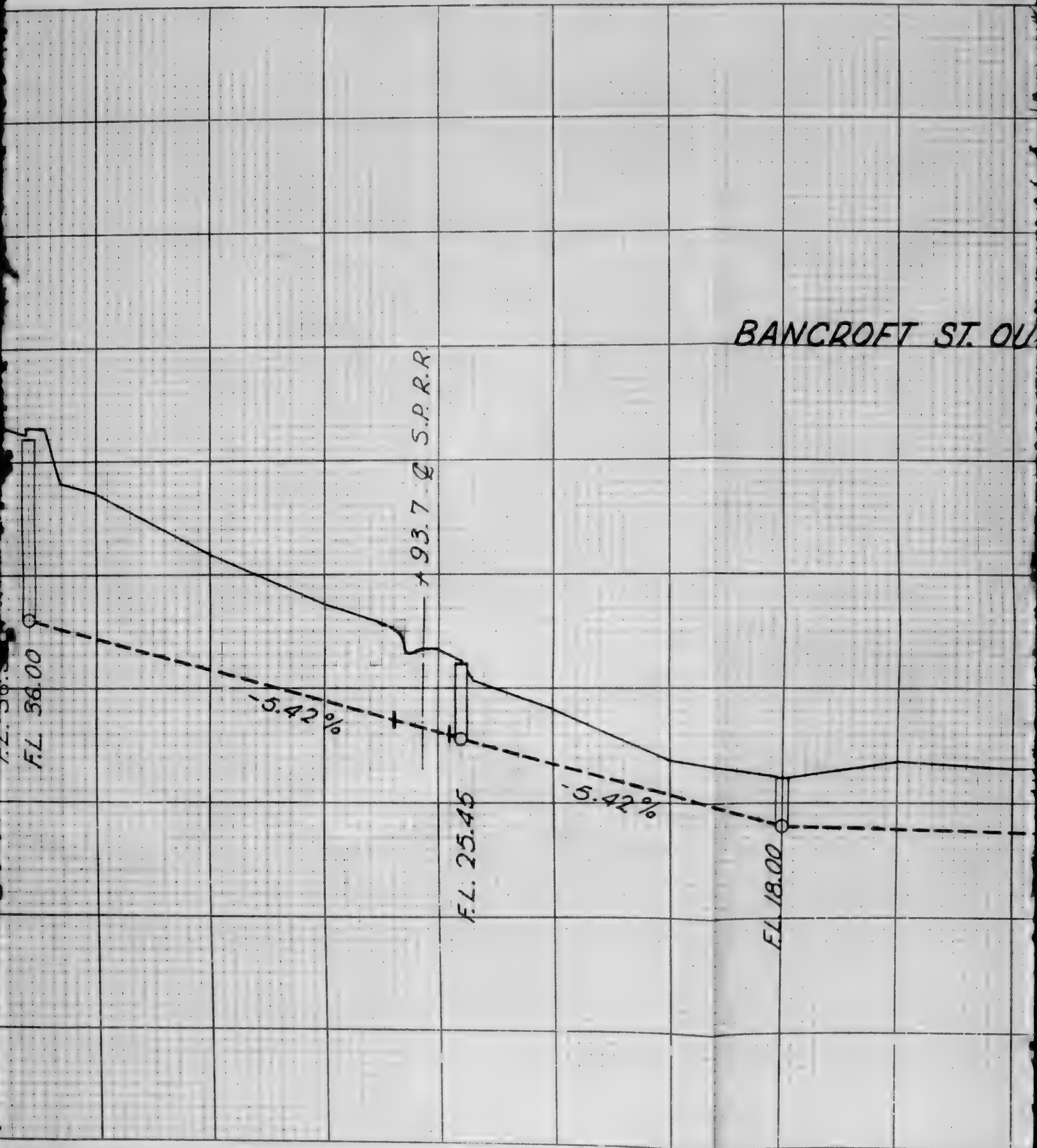
NO

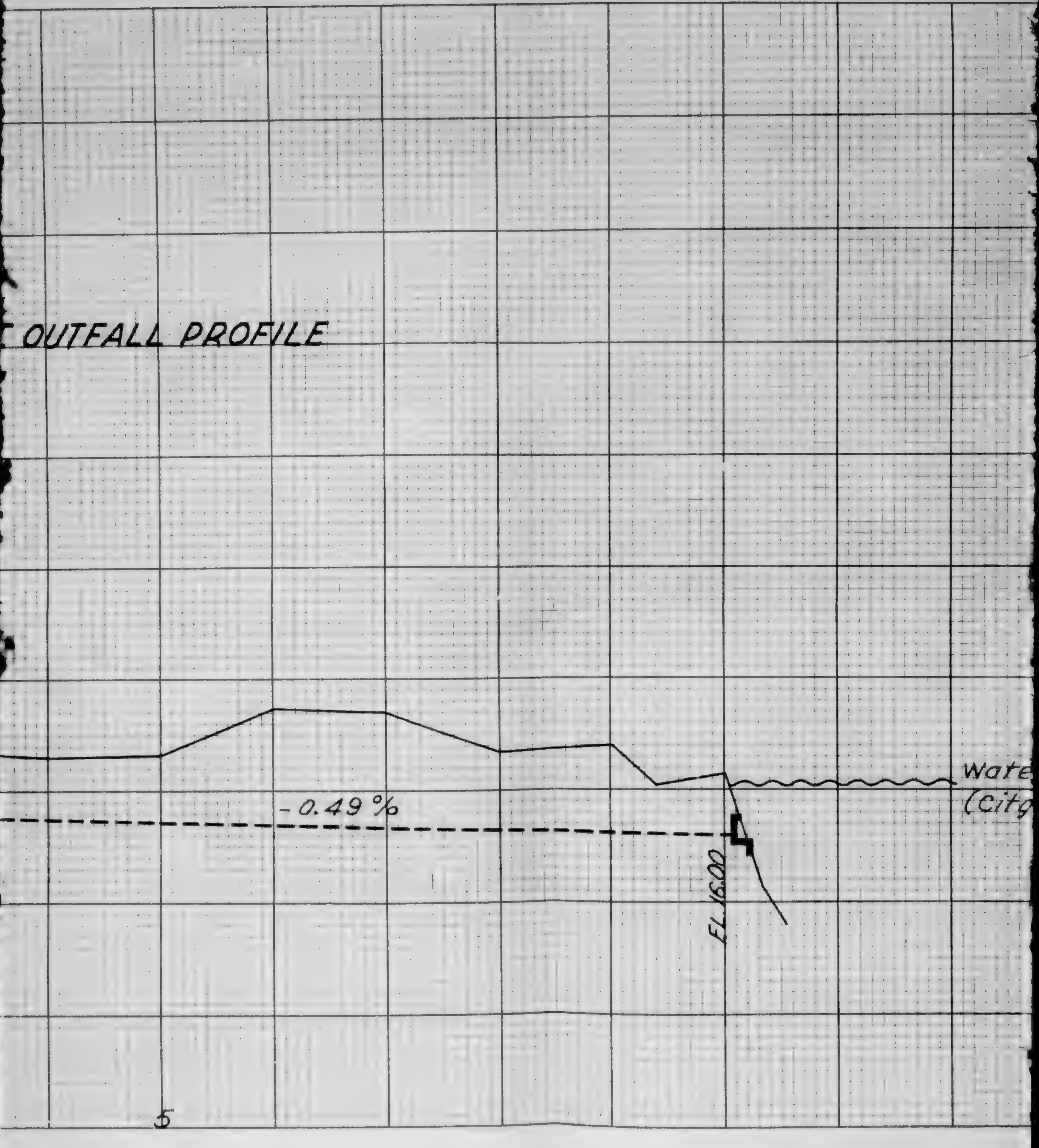
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

DATE




BANCROFT ST. OU
+93.7 ℄ S.P.R.R.
F.L. 36.00
-5.42%
F.L. 25.45
-5.42%
F.L. 18.00


OUTFALL PROFILE
-0.49 %
EL.16.00
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(Cit
5

Water Elv. 20.8 (5-8-58)
(City Datum)

9

20.8 (5-8-58)
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FINAL SURVEY	BY	DATE
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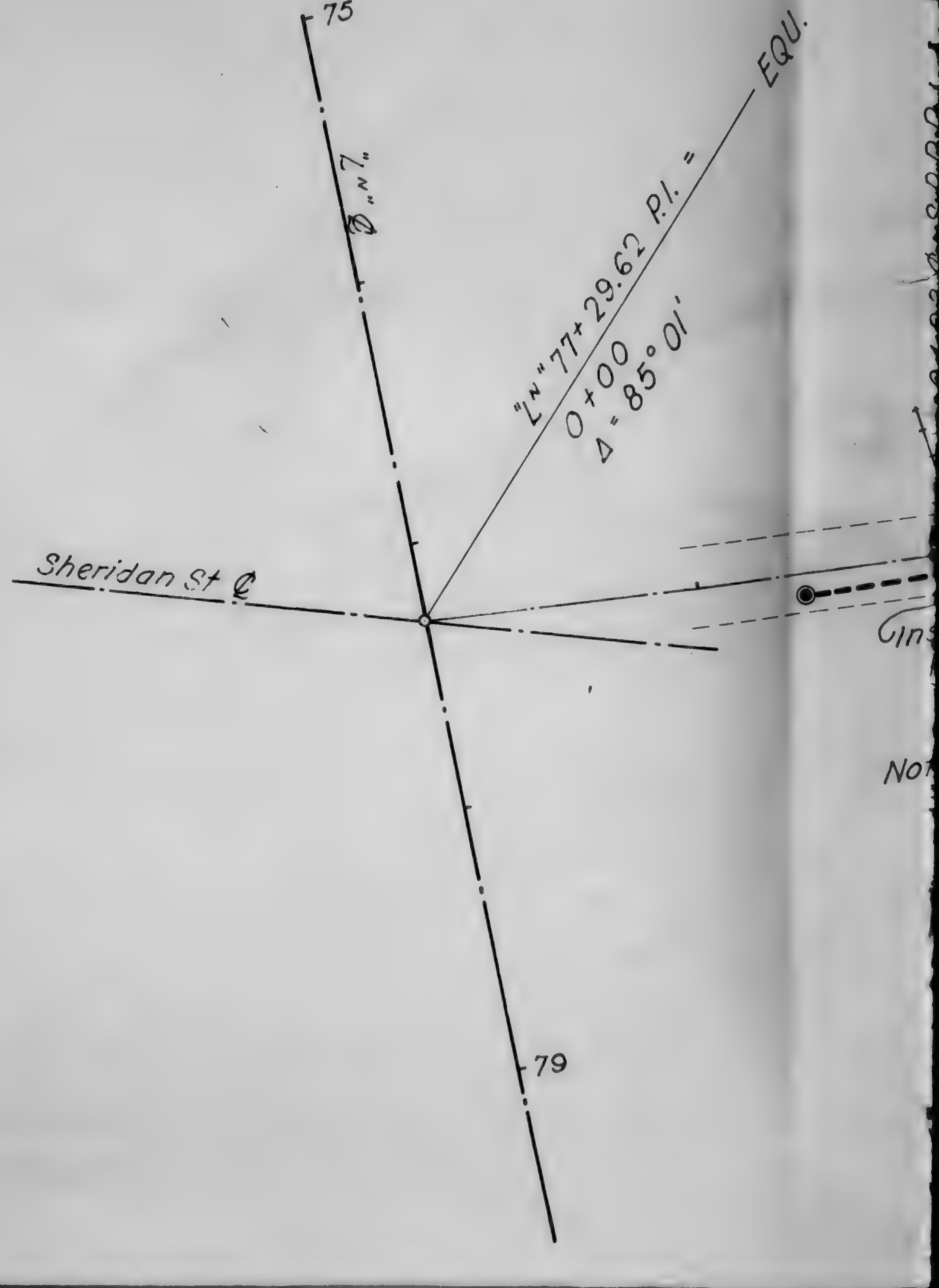
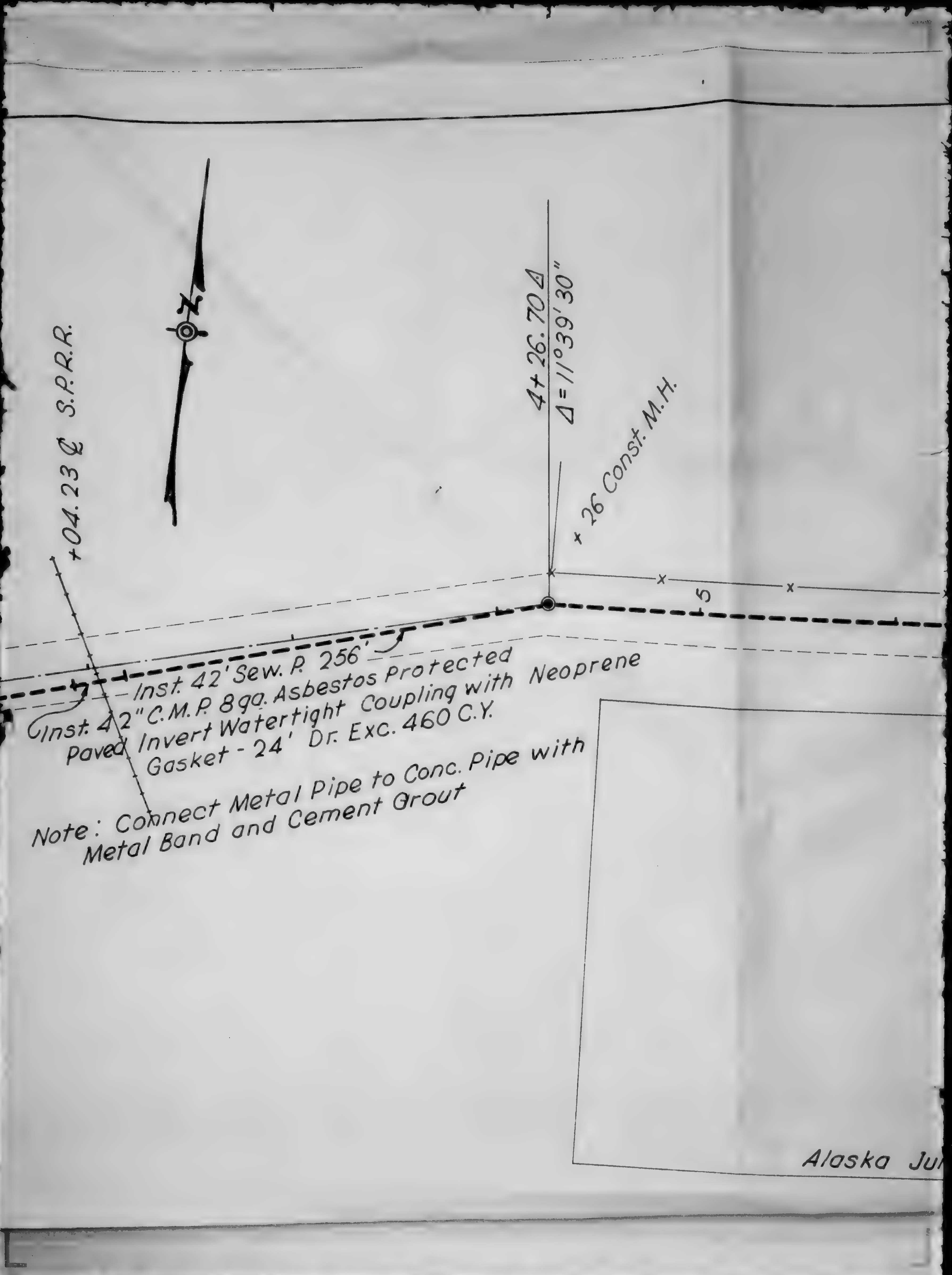
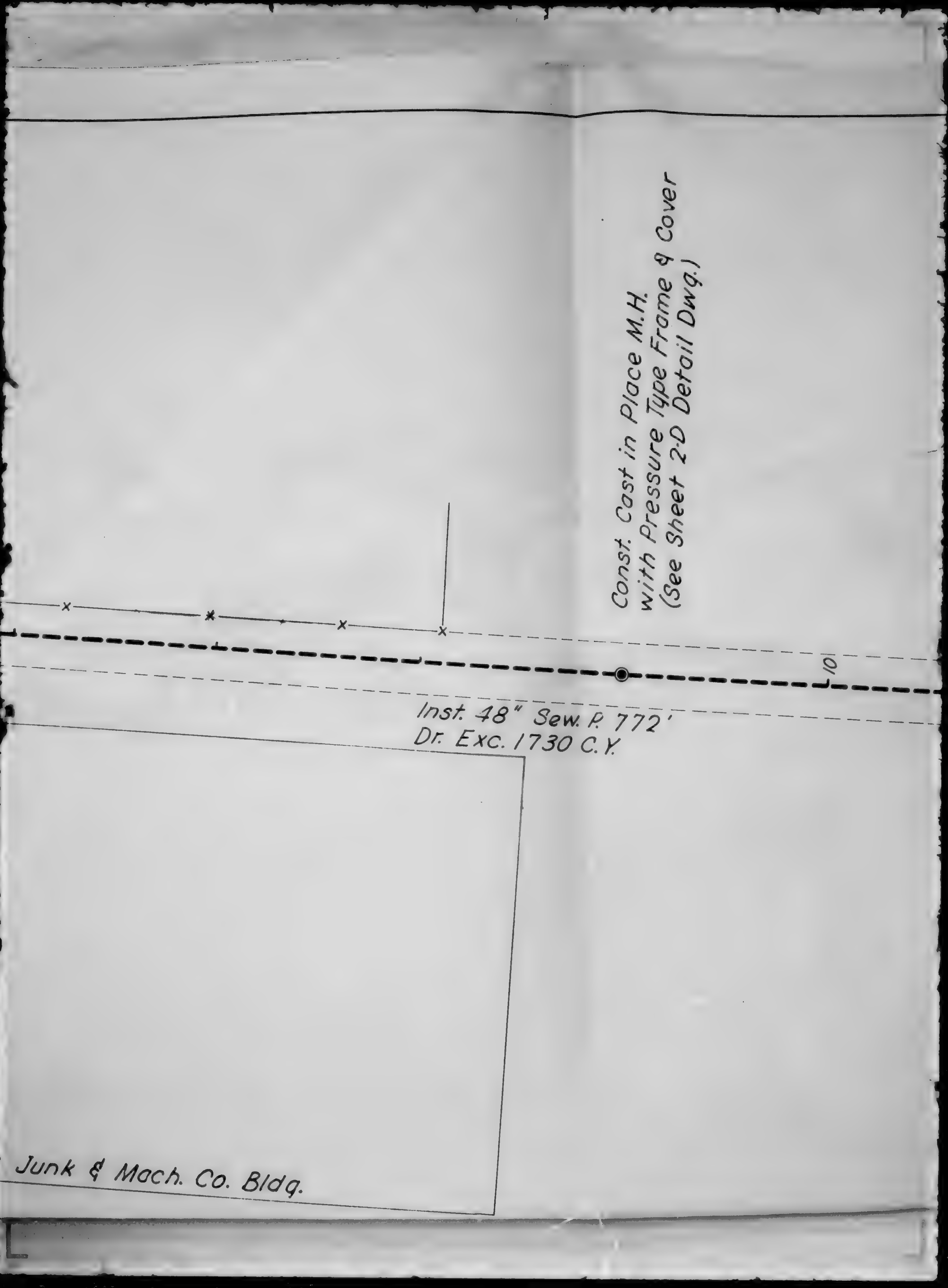
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		



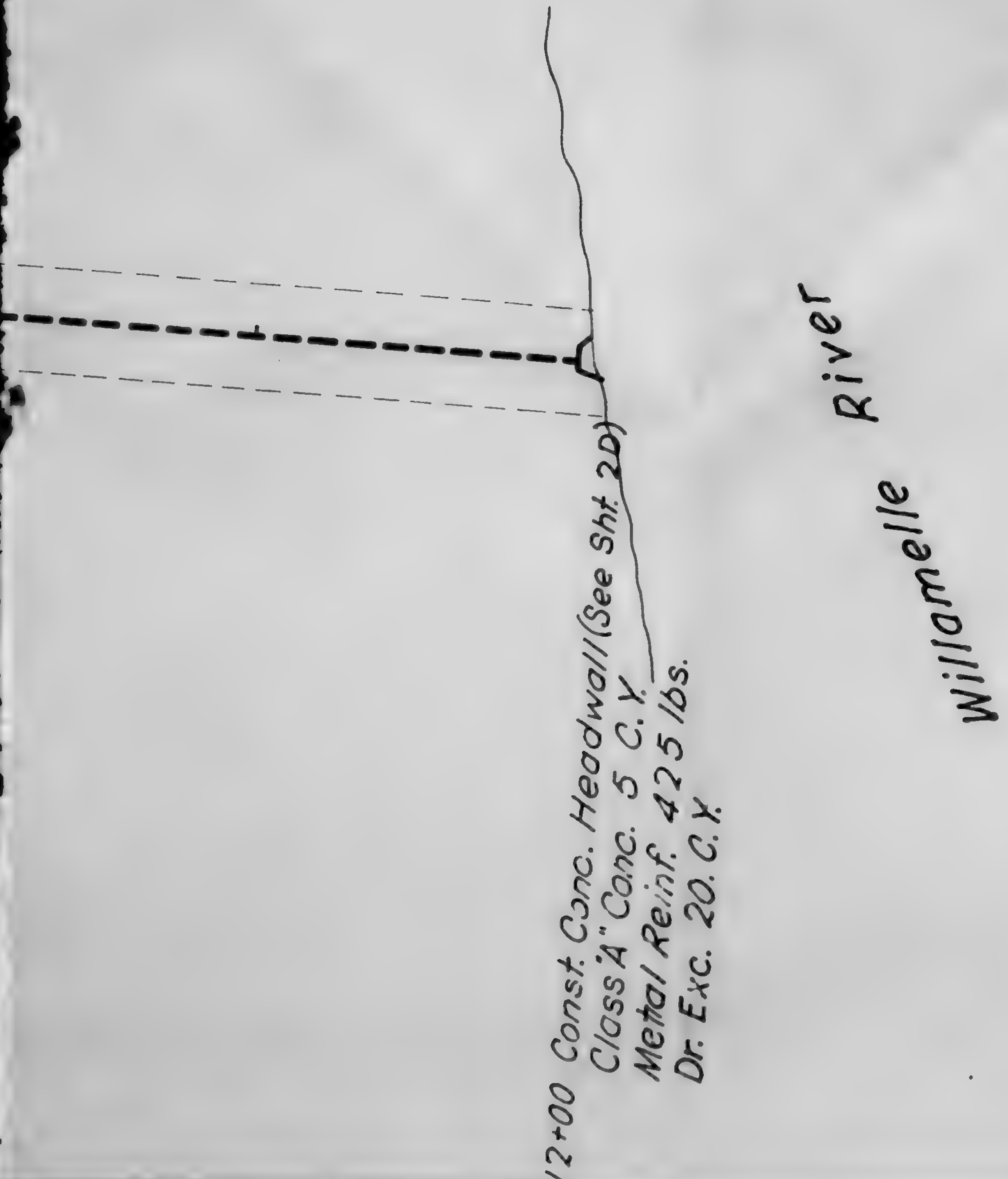

+04.23 ℄ S.P.R.R.
N
4+26.70 Δ
Δ=11°39'30"
+26 Const. M.H.
5
Inst. 42' Sew. P. 256'
Inst. 42" C.M.P. 8 ga. Asbestos Protected
Paved Invert Watertight Coupling with Neoprene
Gasket - 24' Dr. Exc. 460 C.Y.
Note: Connect Metal Pipe to Conc. Pipe with
Metal Band and Cement Grout
Alaska Ju


Const. Cast in Place M.H.
with Pressure Type Frame & Cover
(See Sheet 2-D Detail Dwg.)
10
Inst. 48" Sew. P. 772'
Dr. Exc. 1730 C.Y.
Junk & Mach. Co. Bldg.

HARBOR DRIVE-LOWELL ST. UNIT
HARBOR DRIVE-WASH. CO. LINE SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

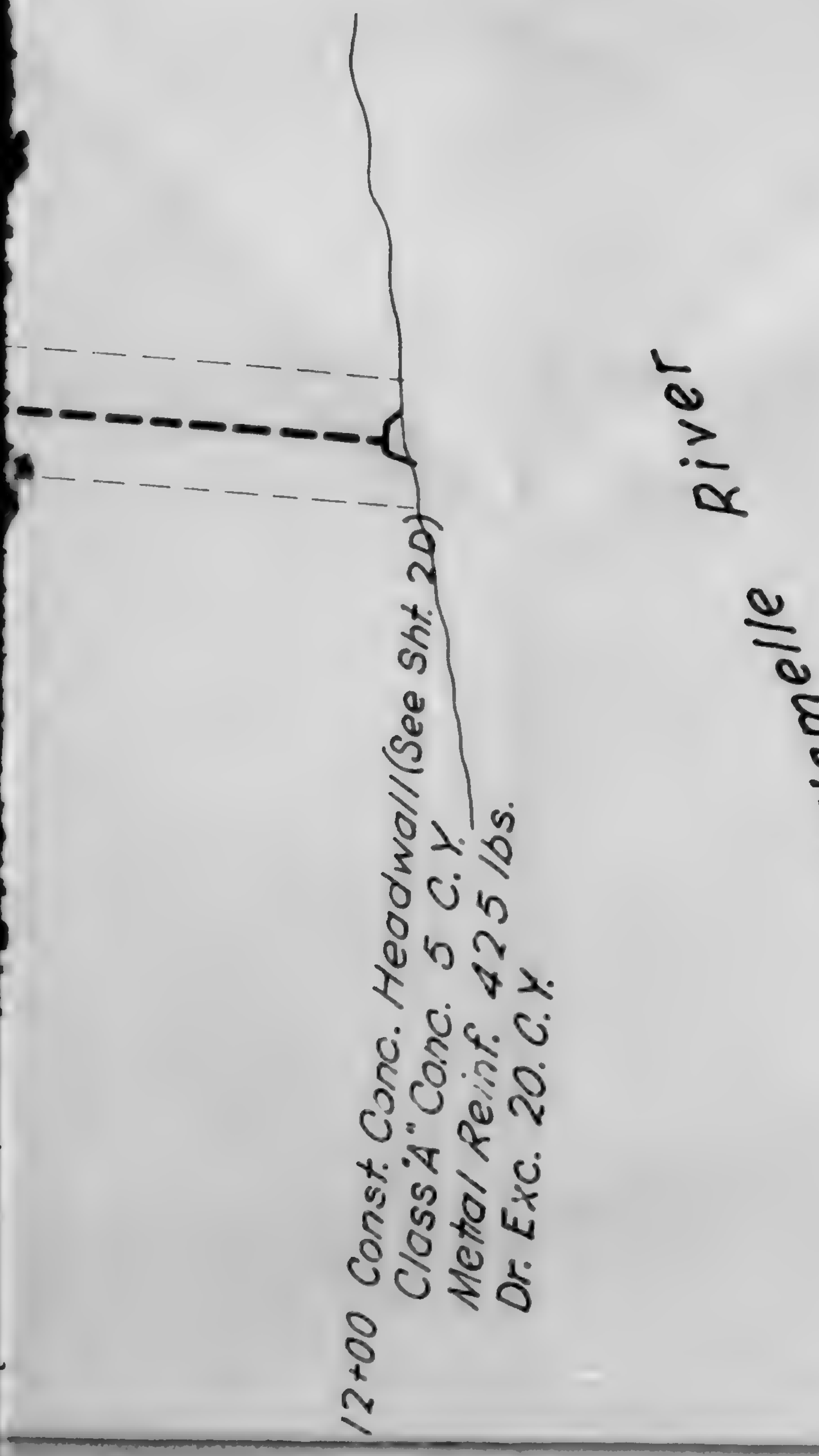
SHEE
No
4-

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTA SHEE
8	OREGON	I-5-6(12)300		Se Inde

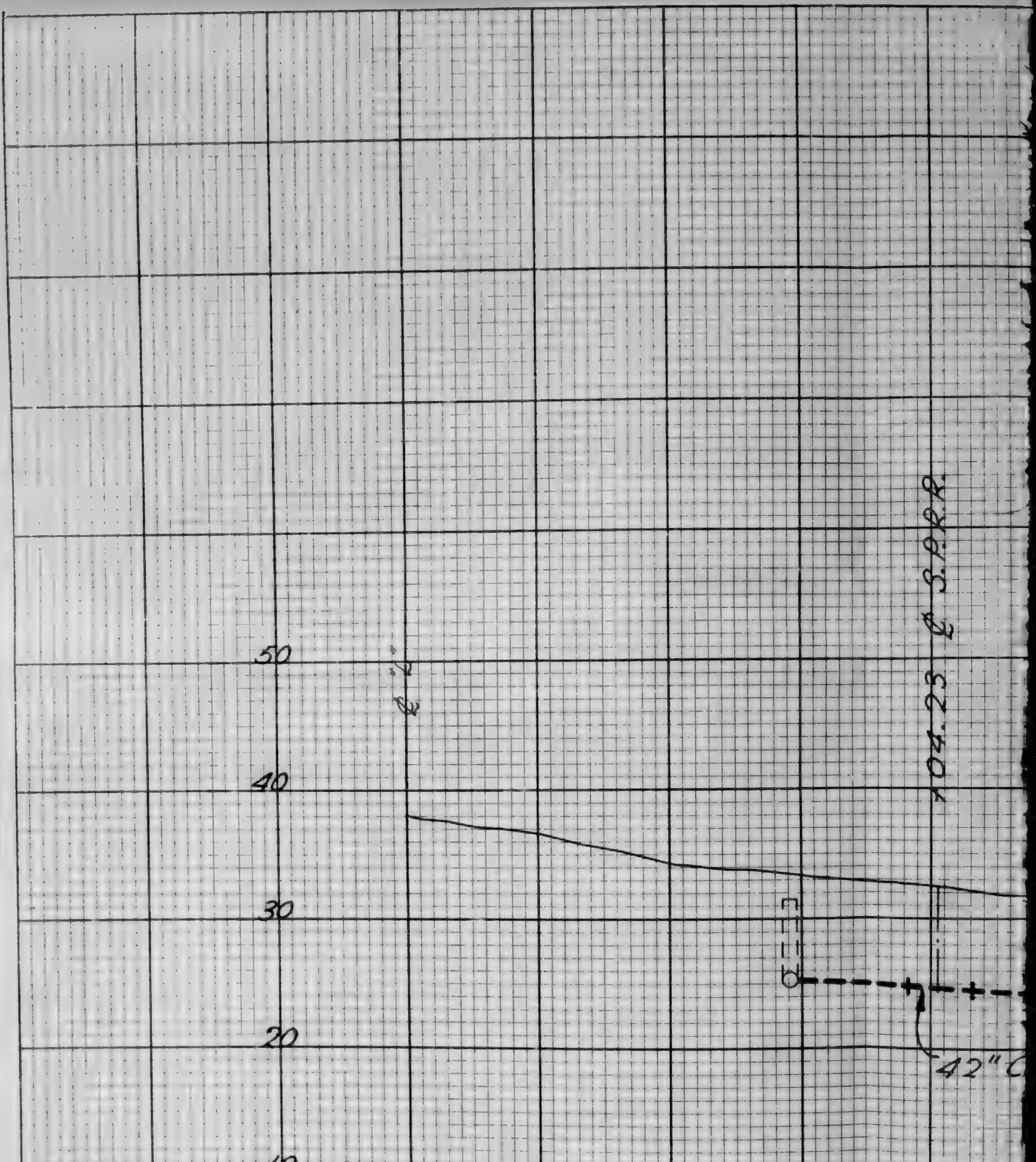


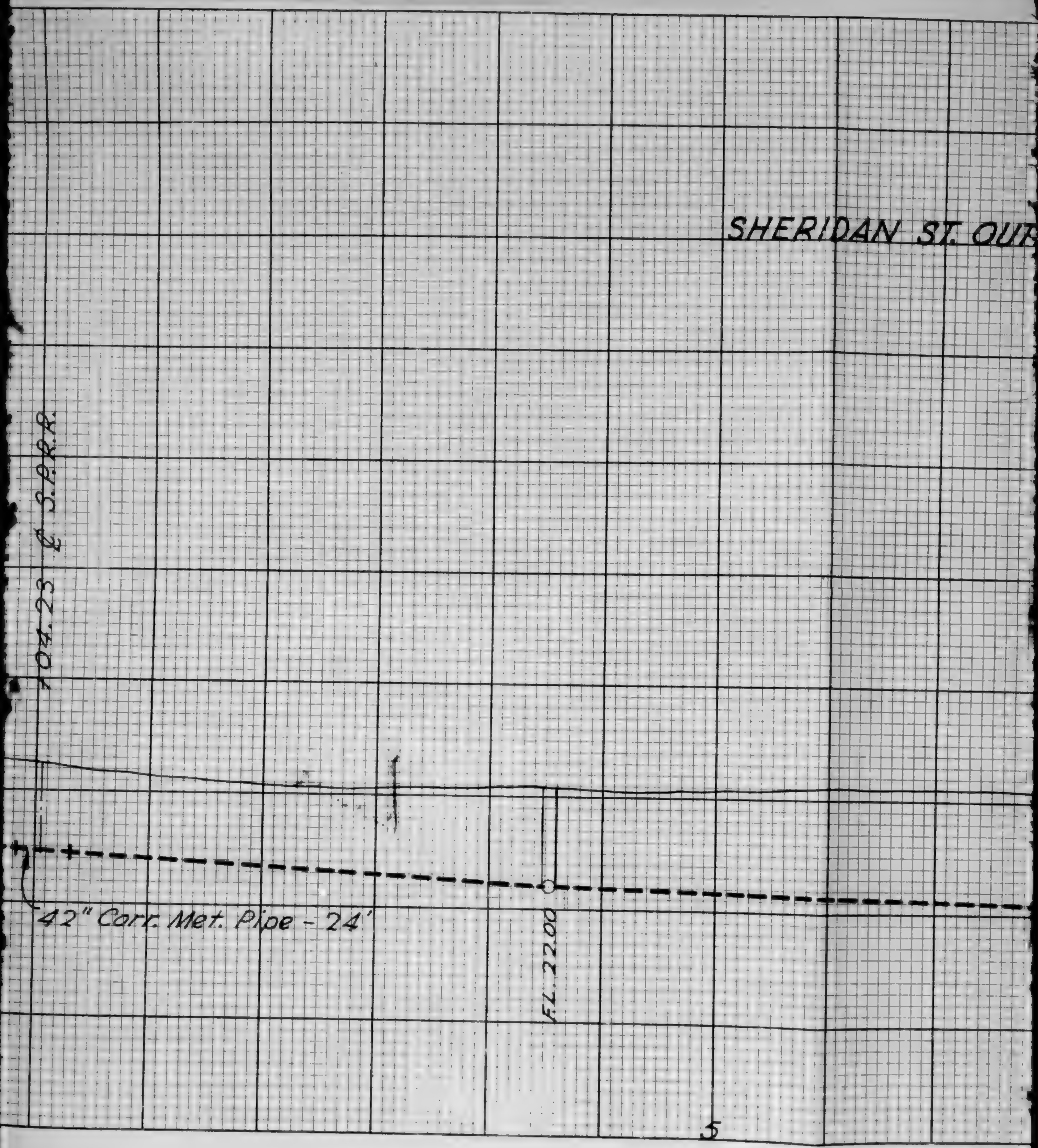
HARBOR DRIVE - LOWELL ST. UNIT
HARBOR DRIVE-WASH. CO. LINE SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 4-B TOTAL SHEETS
8	OREGON	I-5-6(12)300		See Index

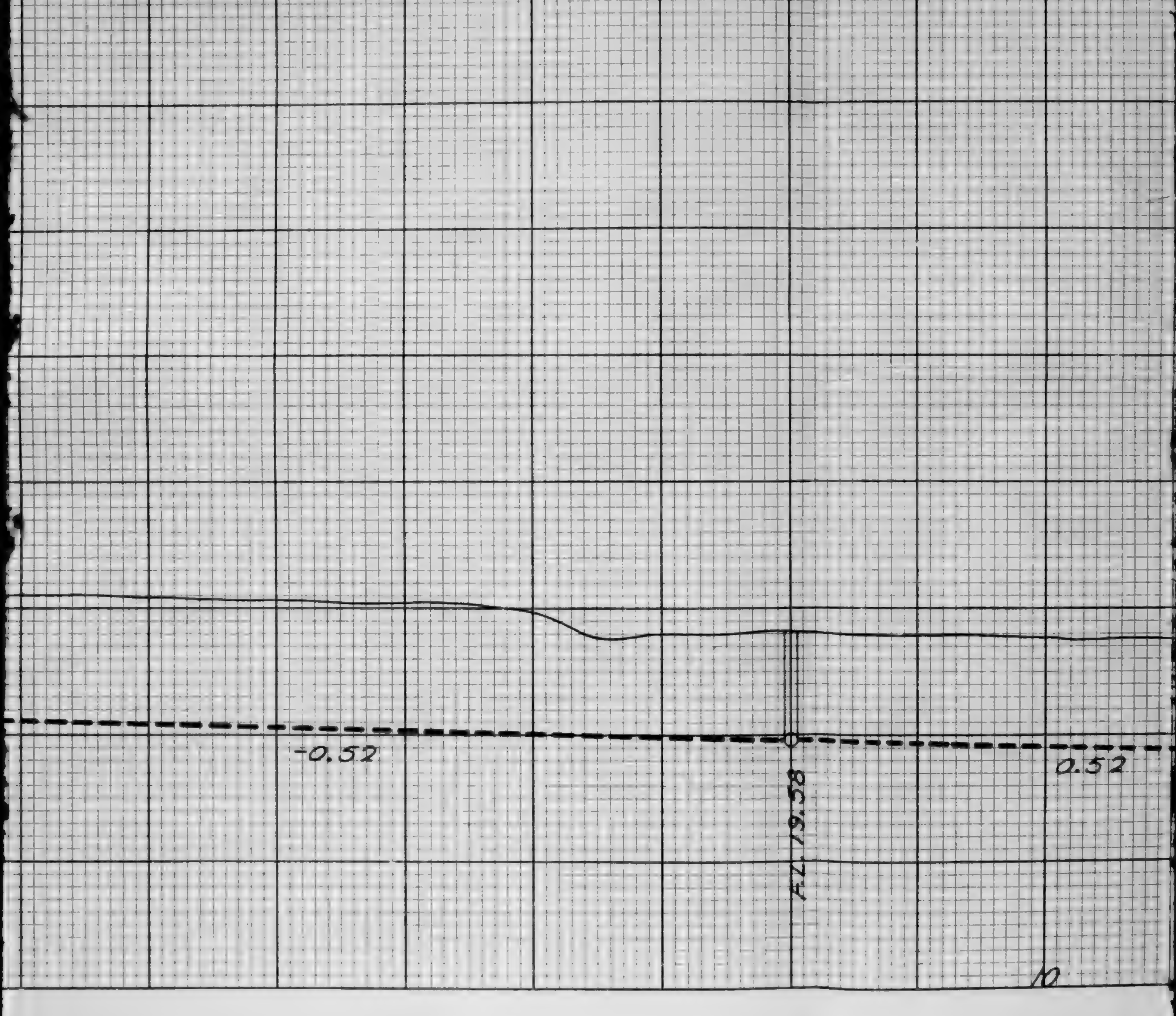


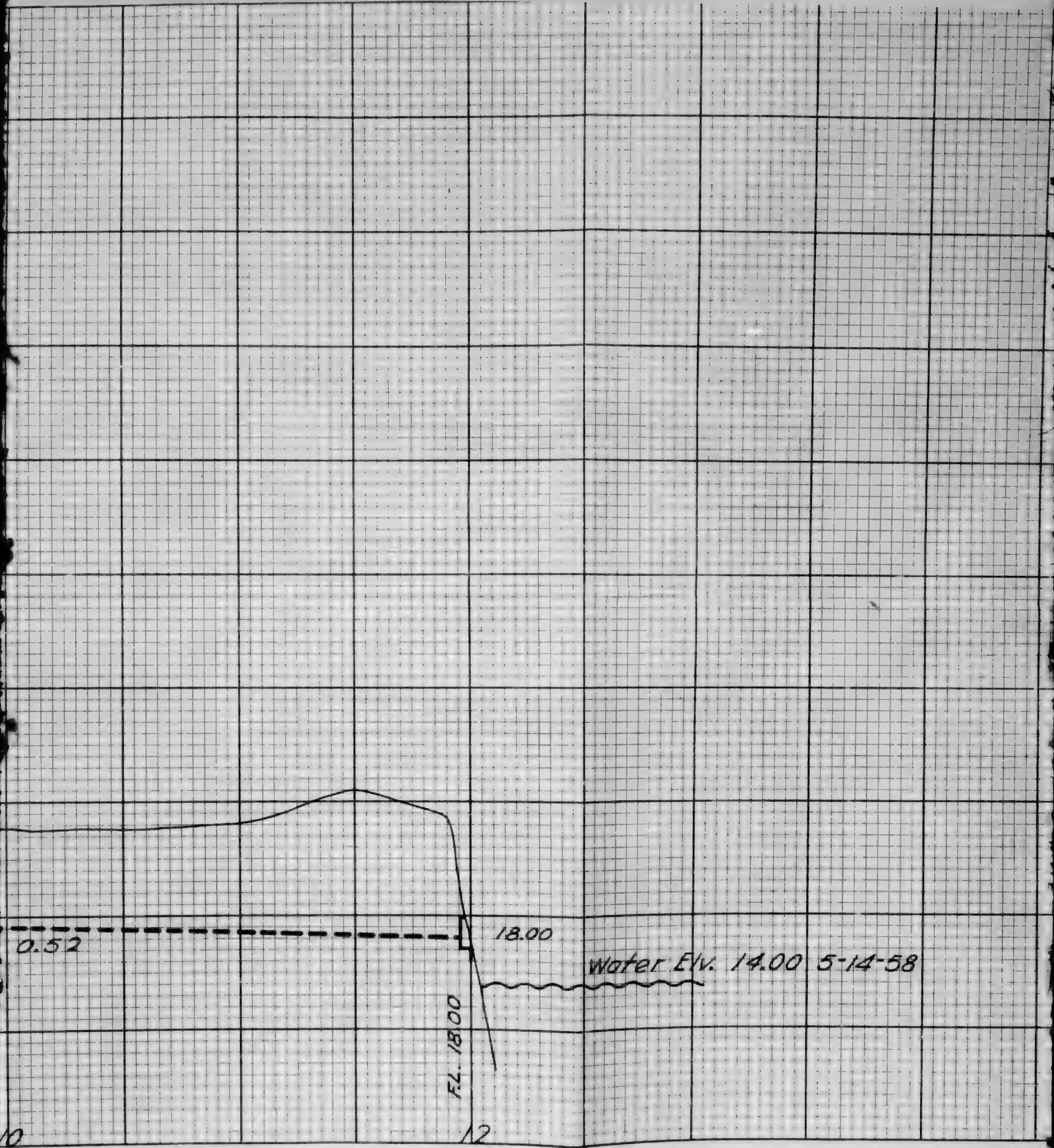
ORIGINAL SURVEY	BY	DATE
NOTE BOOK NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

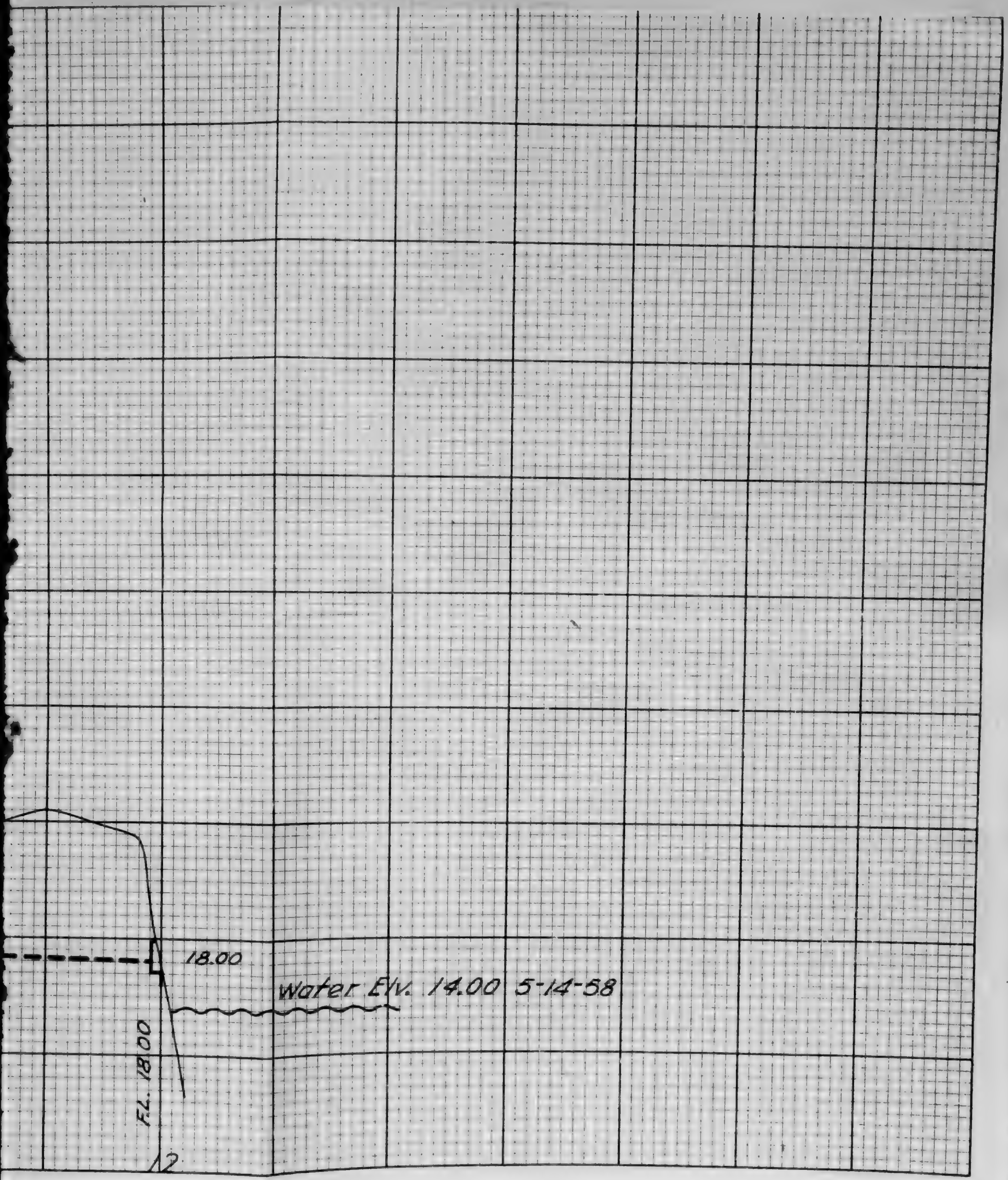



SHERIDAN ST. OUT
104.23 ℄ S.P.R.R.
42" Corr. Met. Pipe - 24'
F.L. 22.00
5

T. OUTFALL PROFILE




0.52
18.00
Water Elv. 14.00 5-14-58
F.L. 18.00
10
12


18.00
Water Elv. 14.00 5-14-58
F.L. 18.00
12

RECEIVED
JUN 13 1958
FOR FILING

I 5-6 (12) 300

5296

June 12, 1958

Mr. L. R. Smith, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway (R. H. Baldock Freeway) in Multnomah County, bids for which are to be received in Salem on June 17, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for outfall sewers at Sheridan and Bancroft Streets which will go under your company's tracks.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he carry railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. [illegible] Paxson
J. W. [illegible]
Mr. W. H. Jeckle, Chief Engineer
Southern Pacific Co.
65 Market Street
San Francisco 5, California

Xile

RECEIVED
FOR FILING
OREGON DISTRICT

I-5-6 (12) 300

08-35.4
5296

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(12)300
Harbor Drive-Lowell Street Section
Pacific Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of a satisfactory agreement with the Southern Pacific Company covering encroachment upon the railroad right-of-way.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Copy to Paxson

RECEIVED
[illegible]

RECEIVED
JUN 12 1958
FOR FILING

5-6 (02)

5296

Salem, Oregon
June 11, 1958

Harbor Drive-Lowell Street
Unit in Portland

Mr. Tom Edwards

I have discussed the easements for the crossing under the Southern Pacific Company tracks by the Sheridan Street outfall sewer and the Bancroft Street outfall sewer. In this discussion Mr. Kendrew mentioned their standards for pipe under their tracks. They would require that the top of the pipe be a minimum of 3 feet below the bottom of tie. The 42-inch eight-gauge pipe shown for the Sheridan Street outfall meets with their standard as far as gauge is concerned. On the Bancroft Street fallout profile, no gauge of the pipe is shown. Their minimum requirements would call for 10 gauge.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams
Mr. V. G. O'Neil

RECEIVED
MAR 31 1958
FOR FILING

I-5-6(12)300
5226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1958

SUBJECT: Harbor Drive-Lowell St. Unit
Harbor Drive-Washington Co. Line Sec.
Pacific Highway

To: Mr. Tom Edwards
Construction Engineer
Building

No item has been included in the engineer's estimate for erosion control on the subject location.

It may be necessary to protect the slopes from erosion during the construction period prior to letting of the roadside improvement contract. Therefore, it is recommended that an item of $2400 be approved for erosion control on this project, based on the following computations:

12 acres Mulching @ $150/acre	$1800
12 acres Seeding @ $50/acre	600
	$2400.

Please return the attached computation.

Mark H Astrup
Mark H. Astrup
Landscape Engineer

MHA vjl
Enclosure

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
MAR 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DF-221(5) Plympton Cr. Br., Wauna- 1958
Westport Sec.
#5297

RECEIVED
JAN 27 1959
FOR FILING

[illegible]

5297

Jan. 26, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. H. Jones in connection with Contract No. 5297, for the Plympton Creek Bridge on the Wauna-Westport Section of the Columbia River Highway in Clatsop County.

This payment, in the amount of $2,021.68, will be released to the contractor on or after Feb. 5, 1959. The retained percentage is $766.85.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

NOTED ON CARD

FORM S-129 5M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 5 - 1958
FOR FILING

5297

Sept. 4, 1958

R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5297, awarded Aug. 18, 1958, for Plympton Creek Bridge on the Wauna-Westport Section of the Columbia River Highway in Clatsop County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FOR [illegible]

[illegible] (5)

5297

When replying, refer to:
08-33.4-0

August 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project DF-221(5), Plympton Creek Bridge on the Wauna-Westport Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5297 to R. H. Jones of Hillsboro, Oregon, low bidder in the amount of $24,825.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

5297

August 18, 1958

R. M. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on July 31, 1958 accepted your proposal for construction of the Plympton Creek Bridge on the Wauna-Westport Section of the Columbia River Highway at Westport, Clatsop County, for the sum of $24,825 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned contract No. 5297.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

NOTED
J. Mc C.

MESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 18, 1958

B. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Contract for Plympton Creek Bridge on Wauna-Westport Section of Columbia River Highway, Clatsop County, for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files ✓

A

RECEIVED
AUG 19 1958

FOR FILING

DF-221(5)

5297

August 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Department
Salem, Oregon

Dear Sir:

Re: Plympton Creek Bridge
F.A.P. No. DF-221(5)

On July 10 the Highway Commission accepted the low bid of R. H. Jones of Hillsboro in the amount of $24,825 for this project and instructed me to award the contract to said bidder as soon as all rights of way for the project had been acquired.

All rights of way for the project have been acquired and I propose to award the contract as of this date. May I have your concurrence in the award of the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:skt

cc: Mr. Forrest Cooper

R

RECEIVED
JUN [illegible] 1958
FOR FILING
DF 221(5)

5277

08-35.6

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-221(5), structure, Plympton Creek Bridge on the columbia River Highway. This is to authorise your advertising for bids.

Concurrense in award will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Bridge Dept.

I-82-8(6)372 Ontario-Idaho Line 1958
Sec. of the Old
#5298 Oregon Trail Hwy. (Grad.)

[illegible] 3-67

CYA 1962 [illegible]

RECEIVED
DEC 11 1967
FOR FILING

I-22-8(6)372

5298

Agenda
4 t

MISC. CONTRACTS and
AGREEMENTS No. 1748

November 3, 1967

Malheur County Court
Courthouse
Vale, Oregon 97918

Gentlemen:

Enclosed for your files is a fully executed copy of a supplemental agreement pertaining to use of State right of way by the County in the vicinity of the Idaho Avenue Interchange near Ontario on the Old Oregon Trail in Malheur County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

C

[illegible]
OCT 25 1967
FOR FILING

I-82-8(6)372

5298

(C & A 1948)

October 24, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 31 meeting will be a supplemental agreement with the Malheur County Court pertaining to use of State right-of-way by Malheur County in the vicinity of the Idaho Avenue Interchange near Ontario.

This agreement provides for construction and maintenance of an extension of S. E. First Avenue in the southwesterly quadrant of the Idaho Avenue Interchange, relocation of fencing, reestablishment of existing plantings, and erection of a guardrail barrier. All costs of this project are to be borne by the County.

The agreement also provides that upon completion of the project by the County, a portion of right-of-way lying outside the newly established access control line of the throughway will be relinquished to the County for maintenance purposes only. The County shall hold the State harmless from any claim, suit, or action whatsoever for damages to property, or injury to or death of any person or persons arising out of the County's use, occupancy, or maintenance of the parcels of land located on State right-of-way.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring
A. F. Parson

MCH:nr fn

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1967

To:

Mr. Floyd Query
Secretary

BUILDING

SUBJECT: Supplemental Agreement
Idaho Avenue Interchange
Old Oregon Trail, Hwy. #6
Malheur County

REFERRED TO
admin.
BY SECRETARY

For Oct 31 agenda
if approved

Herewith is a suggested draft of a letter requesting Commission action on the attached subject agreement.

Please study the agreement, and if you approve, forward it to the Assistant State Highway Engineer for signature and presentation to the Highway Commission at the October 31 meeting.

The original agreements were on the Ontario-Idaho State Line Section and were executed by the Highway Commission on February 25, 1958 and April 29, 1958.

Mainor C. Holmes
Mainor C. Holmes
Engineering Assistant
County and City Division

MCH:ar
Att.

RECEIVED
OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1967
FOR FILING

FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible]
5298

January 30, 1967

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Honorable Ellis A. White, Judge

Gentlemen:

Enclosed are four copies of a supplemental agreement concerning use by Malheur County, of state highway right of way in the vicinity of the Idaho Avenue Interchange near Ontario. We realize this matter has been of considerable concern and sincerely hope it may be resolved by execution of this agreement. Please consider the agreement contents, and if you approve, execute three copies of the agreement and return to this office. You may retain the fourth copy for your information. After certification by the Highway Commission, a fully executed copy will be returned for your permanent records.

Please be advised that approval by the Bureau of Public Roads may be required prior to construction of this project.

Please note that stipulations of the agreement obligate the County to construct guard rail, re-establish existing plantings and take care of all required fencing.

We trust the agreement will meet with your approval, and sincerely hope execution of this document places the project a step closer to reality. If we can be of further assistance in this matter, please feel free to call on this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:nr
Encl.

bc: F. B. Klaboe ✓
F. D. Morgan
A. F. Parson, W/Att.

RECEIVED

RECEIVED
JAN 23 1967
FOR FILING

FORM 2-20 50M 10-64 SP*23401-734

C8a 1948

I 82-x(1) 372
5298

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1967

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

SUBJECT: Supplemental agreement
Idaho Avenue Interchange
Old Oregon Trail Highway No. 6
Malheur County

Herewith for your consideration a supplemental agreement draft concerning use of State Highway right of way by Malheur County. This proposal has been discussed with Messrs. Morgan and Barbee with the result that the department is willing to seek approval from the Bureau of Public Roads for placement of this road within the existing access control lines providing the County will meet the stipulations as set forth in the agreement.

It is the feeling of this division that a firm agreement should be signed, sealed, and delivered between County and State covering this proposal before the Bureau of Public Roads is approached on this matter.

The agreement has been written along lines of recommendation which have been suggested by the Division five office, and verbal approval has been given by the Malheur County Court.

Please forward to the Construction Division for their approval and return to this office for final form and presentation to Malheur County for execution.

H. S. Cox
County and City Engineer

By

Mainor C. Holmes

Mainor C. Holmes
Engineering Assistant

NOTED
F. B. KLABOE

MCH:nr
Att.

RECEIVED
JAN 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 - 1960
FOR FILING

1-82-8 (6) [illegible]

5298

December 7, 1960

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

A letter, dated December 2, has been received from Joseph D. Lane, attorney, on behalf of his client, Re-Tread Hut, Ontario, advising that the Delaman Trucking Co., subcontractor for Roy L. Houck & Sons, owes them $1,241.16 for tires. From the description in Mr. Lane's letter, this appears to be our Contract No. 5298 with Roy L. Houck & Sons and Roy L. Houck Sons' Corporation for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 N. 20th St.
Salem, Oregon

NOTED ON CARD

CWH:fp

RECEIVED
DEC 8 - 1960
FOR FILING
1-82-8 (6) 3.12
529

December 7, 1960

Mr. Joseph D. Lane
Attorney at Law
Moore Hotel Building
Ontario, Oregon

Dear Sir:

This is to acknowledge your letter of December 2 on behalf of your client, Re-Tread Hut, Ontario, stating that Delsman Trucking Co., subcontractor for Roy L. Houck & Sons, owe them $1,241.16 for tires in connection with the Houck contract. This appears to be in connection with the Roy L. Houck & Sons and Roy L. Houck Sons' Corporation Contract No. 5298 for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

This contract was completed June 10, 1959 and accepted by the State Highway Commission on September 24, 1959.

The American Casualty Co. of Reading, Pa., through Huggins Insurance Agency, 373 N. Church St., Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

As you know, the six months time limit has expired but if your client wishes to file a claim, it should be filed with the Secretary of State. In the meantime, we will note this information in our records and will advise the surety and the contractor that it has been received.

Central Paving Company had one contract in Coos County which was completed, and another one which is still in progress, as follows:

1. Contract No. 5695 - for paving the Bandon-South Twomile Creek Section on the Oregon Coast Highway.
   Completed September 17, 1960 and accepted by the Highway Commission on September 29, 1960.
   Surety - United Pacific Insurance Company, through
   Victor S. Risley Co., 223 Board of Trade Bldg.,
   Portland, Oregon, 4.

NOTED ON CARD

2. Contract No. 5584 - for paving and slide correction on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway.
   Uncompleted.
   Surety - United Pacific Insurance Co., through
   Victor S. Risley Co., 223 Board of Trade Bldg.,
   Portland 4, Oregon.

Our Construction Division has no record of Delaman Trucking Co. doing subcontract work for Central Paving Company on either of the above jobs. However, they may be subcontractors but are unlisted with our Construction Division. If you are able to determine the particular contract on which Delaman Trucking Co. performed work for Central Paving Company as a subcontractor, please inform this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

PHONE TUCKER 9-8008

JOSEPH D. LANE
ATTORNEY AT LAW
MOORE HOTEL BUILDING
ONTARIO, OREGON

December 2, 1960

Oregon State Highway Commission
State Office Building
Salem, Oregon

Re:Roy L. Houck & Sons Construction Co.
Ontario By-Pass

Gentlemen:

The above named Houck & Sons Construction Co. recently completed a section of highway commonly denominated the Ontario By-Pass for the State Highway Commission and a considerable part of the work involved was subcontracted to Delsman Trucking Co. or B. L. Delsman, sometimes known as Bud Delsman.

At the time the subcontractor, Delsman Trucking Co., started working on this job they contacted the Re-Tread Hut, an automobile tire firm located in Ontario, Oregon and purchased tires in the amount of $1517.08 on an open account and on April 6, 1959 they purchased $2383.53 in tires at which time they executed a promissory note upon which payments for subsequently been paid reducing the balance to $1241.16. These tires were purchased for this particular contract since the equipment required over-size tires in this work. Following the conclusion of this contract Delsman Trucking Co. took these trucks into Oregon where they worked as a subcontractor for Central Paving Co. of Independence, Oregon on a contract for work in Coos County near Bandon, Oregon and on October 5, 1960 and after filing a lawsuit in Malheur County Oregon, wherein the creditors saught a garnishment of funds due Delsman for the past thirty days' work or any other work, did cause a garnishment to be served upon Central Paving Co. and nn October 5, 1960 they made their return to the sheriff upon said garnishment to the effect that they did not owe Delsman anything using the word "none" on the return of the garnishment.

The owners of the Re-Tread Hut of Ontario, Oregon have constantly purused Delsman Trucking Co. in attempting to collect this account and in view of the fact that we gave notice to Central Paving Co. of the liability of the Delsman Trucking Co. I now feel that further payment on this contract to Central Paving Co. should be withheld and I further request the Highway Commission to furnish me with the name of the bonding company on the contracts of Houck & Sons for the grading on the Ontario

By-Pass and the Central Paving Co. contract near Bandon, Oregon upon which Delsman Trucking Co. did work as a subcontractor or leased equipment.

If this is not sufficient information for the Commission to withhold further payments on these contracts, if any part thereof is still unpaid, then please write me including the information regarding bond on these jobs and any other pertinent information.

Thanking you for your co-operation in this regard I remain

Yours very truly,

JDL:ah

J. D. Lane
Attorney at Law

Constr- Div. has
no record of Delsman Truck Co.
as a sub for
Central Pav- Co.

They did on Houck
& Son Contr. #5298

RECEIVED
- 5 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1960
FOR FILING
I 82 8(6)372
5298

A

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

June 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

We will open the Ontario-Idaho Line Section of the Old Oregon Trail Highway at 11:00 A.M. Ontario time, July 1, 1960. This is our Contract No. 5298 and your job designation I-82-8(6)372 I-67(10).

This opening will be coordinated with the opening of the section of the interstate in Idaho. A very minor amount of work, including illumination of some signs, will remain to be completed subsequent to the opening.

Very truly yours,

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jw

cc W. C. Williams ✓
Forrest Cooper
Gene Huntley
A. F. Parson
F. B. Crandall

RECEIVED
JUN 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1960
FOR FILING

I-12.8(6)372

5298

March 25, 1960

Rathbone, King & Seeley
310 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. Paige S. Tongue

Gentlemen:

This is to acknowledge receipt of your letter of March 24 concerning your status inquiry pertaining to our Contract No. 5298 with Roy L. Houck & Sons.

We have checked our contract folder and found the correspondence pertaining to the release of the claim by the Phillips Petroleum Company. This information was inadvertently omitted from our contract card.

This office has received no information of any additional claims in connection with this contract.

Thank you for bringing this to our attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RATHBONE, KING & SEELEY
INSURANCE UNDERWRITERS SINCE 1849
SAN FRANCISCO · LOS ANGELES · PORTLAND · SEATTLE
310 S. W. FOURTH AVENUE PORTLAND 4, OREGON TELEPHONE: CApitol 6-3611
CABLE ADDRESS: RATHKINGSEE CODES: BENTLEYS, NEW EDITION; SCOTTS, TENTH EDITION

March 24, 1960

Oregon State Highway Commissinn
State Highway Building
Salem, Oregon

Attention: C. W. Head, Assistant Secretary

Re: Bond No. 304490
Contract No. 5298
Roy L. Houck & Sons, etal

Gentlemen:

We are in receipt of our status inquiry, which you returned to us indicating acceptance of the captioned job, as of September 24, 1959 in the total price of $672,531.97. In answer to the question "Do you know of any unpaid bills for labor or material?", you have indicated a check in the Yes portion, and a further notation "of which previously notified". I believe if you would check your records, you will find that you have been furnished a release of claim by the Phillips Petroleum Company, dated February 24, 1960. A copy is on file in our office, and our office had not been notified of any other claims.

I would appreciate your checking your file, as I do not believe there are any claims outstanding on this particular account at this time. Would you please be so kind as to notify us of your findings.

Very truly yours,

RATHBONE, KING & SEELEY

Paige S. Tongue

Paige S. Tongue

PST:bs
cc: American Cas. Co.
Reading, Pennsylvania

RECEIVED
MAR 25 1960
NOTED
C. W. HEAD

RECEIVED
MAR 2 1960
FOR FILING

[illegible]

5290

March 1, 1960

American Casualty Co. of Reading, Pa.
607 Washington Street
Reading, Pa.

Gentlemen:

We have received a Release of Claim from the Phillips Petroleum Company, dated February 24, 1960, informing us that their claim against Doleman Trucking Company, Fayette, Idaho, subcontractor, in the amount of $3,179.67, has been fully paid.

This is in connection with Contract No. 5290 in which Doleman Trucking Company was a subcontractor for Roy L. Houck & Sons and Roy L. Houck Sons' Corporation for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Huggins Insurance Agency
373 N. Church Street
Salem, Oregon

Roy L. Houck & Sons and
  Roy L. Houck Sons' Corporation
1565 N. 20th St.
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

State of Oregon
DEPARTMENT OF STATE

We are pleased to forward herewith the information you have requested.

If we may be of further assistance, please let us know.

By Phone

G S

Howell Appling, Jr.
Secretary of State

FORM 929

RELEASE OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon

TO: Roy L. Houck & Sons and
Roy L. Houck Sons Corp.
(a joint venture)
1585 N. 20th Street
Salem, Oregon

TO: Delsman Trucking Company
P. O. Box 98
Payette, Idaho

TO: American Casualty Company
Redding, Pennsylvania
c/o Huggins Insurance Agency
373 N. Church
Salem, Oregon

THIS IS TO CERTIFY that that certain claim for THREE THOUSAND ONE HUNDRED SEVENTY-NINE AND 67/100 ($3,179.67) DOLLARS, and costs and attorney's fees against ROY L. HOUCK & SONS and ROY L. HOUCK SONS CORP., (a joint venture), prime contractor, and AMERICAN CASUALTY COMPANY, surety, for petroleum products furnished to Delsman Trucking Company, as sub-contractor under said prime contractor, which petroleum products were used in the performance of work on Contract #5298, Ontario-Idaho Line Sec. Old Oregon Trail, Malheur County, Oregon, heretofore filed by the undersigned in the office of the Secretary of State at Salem, Oregon, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the prime contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

DATED: February 24, 1960.

PHILLIPS PETROLEUM COMPANY, Claimant

By R E King
R. E. King
Authorized Representative

521 East Sprague
Spokane 10, Washington

STATE OF WASHINGTON)
ss
County of Spokane)

This is to certify that on this 24th day of February, 1960, before me the undersigned notary public duly commissioned and sworn, personally appeared R. E. KING, to me known to be the individual described in and who executed the foregoing instrument on behalf of Phillips Petroleum Company, and acknowledged to me that he signed the same as the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Tonda M. Meyer
Notary Public in and for the State of
Washington, residing at Spokane.

RECEIVED
[illegible]
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1960

I 82-8(6)372
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5298
(VOUCHER NO.)

8 Final
(WARRANT NO.)

Roy L. Houck & Sons & Roy L. Houck Sons' Corp.
(AMOUNT)
(DATE)

31908

140510

$ 24,769.71

1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 170 workdays from September 1, 1958

Time Extensions: None of record

Completion Date: June 10, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims:
Remarks: 10/19/59 - - One claim of Philips Petroleum Co., against Dolsman Trucking Co. (sub-cont.) for $3,179.67. No request from surety to withhold payment.

Date: January 7, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN - 8 1960

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1

RECEIVED
OCT 27 1959
FOR FILING

[illegible]

October 22, 1959

American Casualty Co.
607 Washington Street
Reading, Pennsylvania

Gentlemen:

Attached is a copy of a claim in the amount of $3,179.67 which has been filed with the Secretary of State by Phillips Petroleum Company for petroleum products furnished to Doleman Trucking Company, sub-contractor for Roy L. Houck & Sons and Roy L. Houck Sons' Corporation.

This appears to be in connection with State Highway Contract No. 5298, for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Malheur County.

We provide this information as your name appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CWH,jmc

cc: Huggins Insurance Agency
373 North Church St.
Salem, Oregon

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

October 19, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Phillips Petroleum Company, Sales Department, P. O. Box 2123, Spokane 10, Washington, and filed as of this date a notice of claim by the above against Roy L. Houck & Sons and Roy L. Houck Sons Corp., prime contractor and the bond taken from American Casualty Company, for petroleum products furnished to Delsman Trucking Company, as sub-contractor in the sum of $3,179.67 for petroleum products used in the performance of work on Ontario-Idaho Line Sec. Old Oregon Trail, Malheur County, Oregon. State Highway Contract No. 5298.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
OCT 21 1959
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon

TO: Roy L. Houck & Sons and
Roy L. Houck Sons Corp.
(a joint venture)
1585 N. 20th Street
Salem, Oregon

TO: Delsman Trucking Company
P. O. Box 98
Payette, Idaho

TO: American Casualty Company
Redding, Pennsylvania
c/o Huggins Insurance Agency
373 N. Church
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, PHILLIPS PETROLEUM COMPANY, has a claim in the sum of Three Thousand One Hundred Seventy-nine and 67/100 ($3,179.67) Dollars against Roy L. Hauck & Sons and Roy L. Houck Sons Corp., (a joint venture) prime contractor, and against the bond taken from American Casualty Company, for petroleum products furnished to Delsman Trucking Company, as sub-contractor under said prime contractor, which petroleum products were used in the performance of work on Contract #5298, Ontario-Idaho Line Sec. Old Oregon Trail, Malheur County, Oregon.

In the event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to above item undersigned claims a reasonable sum as an Attorney's fee, and all costs of said action.

PHILLIPS PETROLEUM COMPANY

File # 3665

FILED
OCT 19 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

By R E King
R. E. King
Authorized Representative

521 E. Sprague Avenue
Spokane 10, Washington

STATE OF WASHINGTON)
) ss,
County of Spokane)

Subscribed and sworn to before me this 14th day of October, 1959.

Inada M. Meyers
Notary Public for the State of Washington
Residing at Spokane, Washington

RECEIVED
SEP 29 1959
FOR FILING
[illegible]
5298

September 28, 1959

American Casualty Company
607 Washington Street
Reading, Pa.

Gentlemen:

State Highway contract #5298 for grading the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County was completed by the contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corp., on June 10, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $24,769.71 will be released to the contractor on or after October 8, 1959. The total contract amount is $672,531.97, of which amount $20,717.96 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Casualty Co.,
Huggins Insurance Agency
373 North Church St.,
Salem, Oregon

Form E-1—(Rev.)—

I 128(1)372
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1959, 19

Section Ontario-Idaho Line

Kind of work Grading

Highway Old Oregon Trail County Malheur

Section prefix 23-1080

Contractor Roy L. Houck & Sons

Contract number 5298

Date of contract August 22, 1958

Specified work days 170

Date work started October 15, 1958

Work days used 130

Project authorization $ 769,258.13

Exclusive of engineering $ 714,555.33

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering $ 702,754.07

Estimated per cent ~~overrun~~ or underrun 1.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $54,702.80

Engineering cost to date $ 51,720.00, 95 %

Date project was completed June 10, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted to Division Office Thursday July 2, 1959.

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1959

NOTED
FORREST COOPER

NOTED-- E | y | B | |
ME AE ACE COE

Noted
M. H. Juve

Signed Loren A. Webb

Address P.O.Box 3, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.73	0.53----	----Detour Road----	----0.53	
Miles partially completed					
Miles completed	3.73	0.53----	--Detour Road--	---0.53	
Total estimated quantities (contract)	1,210,000 cy	15,000 ton		400 ton	
Total quantities corrected to date	1,117,773 cy	14,164 ton		514 ton	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time	Contractor has completed this project.				
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.73	0.53---	---Detour Road---	---0.53	
Miles partially completed					
Miles completed	3.73	0.53---	---Detour Road---	---0.53	
Total estimated quantities (contract)	1,210,000 cy	15,000 ton		400 ton	
Total quantities corrected to date	1,117,773 cy	14,164 ton		514 ton	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time	Contractor has completed this project.				
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

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RECEIVED
JUN 17 1959
FOR FILING

I-80N-6(6)372

5298

June 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 10, 1959, on Contract No. 5298, Ontario-Idaho State Line Section, in Malheur County, in connection with Federal Aid Project No. I-80N-6(6)372,[I-67(10)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc: Clarence G. Swanson

Contract 5298

A

Monthly transaction number 4-14	Fo. R-2A (5-31-57) U.S. DEPARTMENT OF COMMERC BUREAU OF PUBLIC ROADS	ate Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
		Project number I-80N-8(6)372

RECEIVED
MAR 31 1959
FOR FILING

I-82-8(6)372

52

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1958, is hereby modified as follows:

Revised estimated total cost of project $ 761,252

Revised Federal funds $ 702,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30 day of March, 1959.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

USComm-DC 11170

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Ontario-Idaho State Line Section, Project No. I-80N-8(6)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

March 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Ontario-Idaho State Line Section, Project No. I-80N-6(6)372, (Old) I-67(10).

The estimate has been revised to include estimated costs of borrow areas necessary for construction materials.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(6)372
(Old) I-67(10)

ONTARIO-IDAHO STATE LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for modification of project agreement. Revised to include estimated costs of borrow areas for materials necessary for construction. Based on low bid prices and estimated costs of borrow areas.)

Salem, Oregon, March 10 1959

Type Code P. E.

Preliminary Engineering		All Required		$ 19,000.00

Type Code 0010
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5298)

Clearing and Grubbing		All Required		$ 78,000.00
Drainage Excavation, Unclassified	3,300	cu. yds.	$ 1.50	4,950.00
Embankment in Place	1,210,000	cu. yds.	.30	363,000.00
Extra for Selected Embankment Material	149,000	cu. yds.	.10	14,900.00
Finishing Roadbed and Slopes	3.73	miles	500.00	1,865.00
Furnishing and Placing Topsoil	25,800	cu. yds.	.50	12,900.00
15-inch Corrugated Metal Pipe	390	lin. ft.	4.40	1,716.00
42-inch Corrugated Metal Pipe	46	lin. ft.	18.65	857.90
12-inch Concrete Pipe	110	lin. ft.	2.75	302.50
15-inch Concrete Pipe	880	lin. ft.	3.95	3,476.00
18-inch Concrete Pipe	3,430	lin. ft.	4.60	15,778.00
24-inch Concrete Pipe	730	lin. ft.	6.50	4,745.00
24-inch Concrete Pipe, Extra Strength	710	lin. ft.	7.00	4,970.00
36-inch Concrete Pipe	330	lin. ft.	11.45	3,778.50
48-inch Concrete Pipe	520	lin. ft.	16.45	8,554.00
15-inch Metal End Section	22	only	45.00	990.00
18-inch Metal End Section	30	only	50.00	1,500.00
24-inch Sewer Pipe	300	lin. ft.	6.60	1,980.00
Concrete Manholes	1	only	500.00	500.00
Concrete Inlets, Type "GB-2"	1	only	200.00	200.00
Class "A" Concrete	350	cu. yds.	70.00	24,500.00
Metal Reinforcement	52,800	lbs.	.15	7,920.00
Type 2 Fence	2,100	rods	4.70	9,870.00
Type 3 Fence	370	rods	12.83	4,747.10
16' x 48" Metal Gates	1	only	100.00	100.00
Coarse Crushed Material in Base	13,000	tons	2.20	28,600.00
3/4" - 0 Material in Base	1,900	tons	2.45	4,655.00
Sprinkling	1,500	M-gals.	2.50	3,750.00
Furnishing and Placing Aggregates	370	tons	5.00	1,850.00

120-150 Asphalt	32 tons	$ 60.00	$ 1,920.00
Loose Riprap	9,800 tons	4.00	39,200.00
			$652,075.00
Seeding and Mulching	(411,000 sq. yds.)		7,500.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
Adjust Power Lines by Idaho Power Co.	All Required		4,200.00
Borrow Areas	All Required		8,000.00
	Subtotal		$674,775.00
	10% Engr. & Cont.		67,477.50
	Total		$742,252.50

Length of Roadway. . . . . 3.735 miles
Length of 4 Structures . . . . 0.057 miles (exceptions)
Total Length . . . . 3.792 miles
Cost of Roadway per mile $198,728.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$19,000.00	$17,000.00	$ 2,000.00
Roadway	742,252.50	685,000.00	57,252.50
	$761,252.50	$702,000.00	$59,252.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

ONTARIO-IDAHO STATE LINE SECTION

Project I-80N-8(6)372

Estimated Cost of Work by the Idaho Power Company

Labor	$2,307.00	
Materials	2,073.00	
Equipment	232.00	
Overhead	369.00	
Less Salvage	779.00	Cr.
	$4,202.00	
Use	$4,200.00	

ONTARIO-IDAHO STATE LINE SECTION

Project No. I-80N-6(6)372, (014) I-67(10)

Estimated cost of Borrow Areas necessary for material to complete construction of the project

R/W File No.	Description	Estimated Borrow	Total Cost
26736	Pit at Station 1333+00	295,000 cu. yds.	$3,533.75
26733	Pit at Station 1333+00	110,000 cu. yds.	3,792.00
26734	Pit at Station 1333+00	6,000 cu. yds.	1,092.75
		411,000 cu. yds.	$8,418.50
	Use		$8,000.00

Contract No 5298

RECEIVED
SEP 23 1958
FOR FILING

Monthly Transaction No. 9-129	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project Report No. I 80 8(6) 372 6	FEDERAL-AID PROJECT AGREEMENT	County Malheur
		Project No. I-80N-8(6)372

5298

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approximately 0.3 mile N. of south end I-67(6) to Snake River crossing. (Ontario-Snake River Section) on U.S. 30

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	3-11-58	- - -
Rights-of-Way		
Construction	6-25-58	3.735
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 752,453.00	Federal funds $ 694,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

State Highway Engineer
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 22, 1958

USComm-DC 40257

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ontario-Idaho State Line Section, Project No. I-80N-3(6)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:lmw

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ontario-Idaho State Line Section, Project No. I-80N-8(6)372; (Old) I-82-8(6)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ontario-Idaho State Line Section, Project No. I-80N-8(6)372; (Old) I-82-8(6)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-82-8(6)372
(Old)I-67(10)
(New)I-80N-8(6)372

ONTARIO-IDAHO STATE LINE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 5, 1958

Type Code P.E.

Preliminary Engineering	All Required		$19,000.00

Type Code 0010
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5298)

Clearing and Grubbing	All Required		$73,000.00
Drainage Excavation, Unclassified	3,300 cu.yds.	$1.50	4,950.00
Embankment in Place	1,210,000 cu.yds.	0.30	363,000.00
Extra for Selected Embankment Material	149,000 cu.yds.	0.10	14,900.00
Finishing Roadbed and Slopes	3.73 Miles	500.00	1,865.00
Furnishing and Placing Topsoil	25,800 cu.yds.	0.50	12,900.00
15-inch corrugated Metal pipe	390 lin.ft.	4.40	1,716.00
42-inch Corrugated Metal Pipe	46 lin.ft.	18.65	857.90
12-inch Concrete Pipe	110 lin.ft.	2.75	302.50
15-inch Concrete Pipe	880 lin.ft.	3.95	3,476.00
18-inch Concrete Pipe	3,430 lin.ft.	4.60	15,778.00
24-inch Concrete Pipe	730 lin.ft.	6.50	4,745.00
24-inch Concrete Pipe, extra strength	710 lin.ft.	7.00	4,970.00
36-inch Concrete Pipe	330 lin.ft.	11.45	3,778.50
48-inch Concrete Pipe	520 lin.ft.	16.45	8,554.00
15-inch Metal End Section	22 only	45.00	990.00
18-inch Metal End Section	30 only	50.00	1,500.00
24-inch Sewer Pipe	300 lin.ft.	6.60	1,980.00
Concrete Manholes	1 only	500.00	500.00
Concrete Inlets, Type "GB-2"	1 only	200.00	200.00
Class "A" Concrete	350 cu.yds.	70.00	24,500.00
Metal Reinforcement	52,800 lbs.	0.15	7,920.00
Type 2 Fence	2,100 rods	4.70	9,870.00
Type 3 Fence	370 rods	12.83	4,747.10
16' x 48" Metal Gates	1 only	100.00	100.00
Coarse Crushed Material in Base	13,000 tons	2.20	28,600.00
3/4"-0 Material in Base	1,900 tons	2.45	4,655.00
Sprinkling	1,500 M-Gal.	2.50	3,750.00
Furnishing and Placing Aggregates	370 tons	5.00	1,850.00

Ontario-Idaho State Line Section
Old Oregon Trail Highway, Malheur County

Federal Aid Proj. No. I-82-8(6)372
(Old)I-67(10)
(New)I-80N-8(6)372

120-150 Asphalt	32 tons	60.00	1,920.00
Loose Riprap	9,800 tons	4.00	39,200.00
			$652,075.00
Seeding and Mulching			7,500.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
Adjust Power Lines by Idaho Power Company	All Required		4,200.00
	Subtotal		$666,775.00
	10% Engr. & Cont.		66,677.50
	Total		$733,452.50

Length of Roadway	3.735 Miles
Length of 4 structures	0.057 Miles (exceptions)
Total Length	3.792 Miles
Cost of Roadway Per Mile	$196,372.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$19,000.00	$17,000.00	$ 2,000.00
Roadway	733,452.50	677,000.00	56,452.50
	$752,452.50	$694,000.00	$58,452.50

State Funds For Construction: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maintenance: Chap. 529, laws 1939.

Ontario - Idaho State Line Section

Project I-80N-8(6)372

Estimate Cost of Work by the Idaho Power Company

Labor		$2,307.00
Materials		2,073.00
Equipment		232.00
Overhead		369.00
Less Salvage		779.00 Cr.
		$4,202.00
	Use	$4,200.00

Oregon State Highway Department

Federal Aid
Project No. I-82-8(6)372
(Old) I-67(10)

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1958

Type Code P.E.

Preliminary Engineering	All Required		$19,000.00

Type Code 0010
Roadway (Sta. 1159+00 to Sta. 1359+20)

Clearing and Grubbing	All Required		$ 7,500.00
Drainage Excavation, Unclassified	3,300 cu. yds.	$3.00	9,900.00
Embankment in Place	1,061,000 cu. yds.	0.46	488,060.00
Extra for Selected Embankment Material	149,000 cu. yds.	0.05	7,450.00
Finishing Roadbed and Slopes	3.73 miles	1,000.00	3,730.00
Furnishing and Placing Topsoil	25,800 cu. yds.	1.25	32,250.00
15 Inch Corrugated Metal Pipe	390 lin. ft.	4.25	1,657.50
42 Inch Corrugated Metal Pipe	46 lin. ft.	19.00	874.00
12 Inch Concrete Pipe	110 lin. ft.	2.50	275.00
15 Inch Concrete Pipe	880 lin. ft.	3.50	3,080.00
18 Inch Concrete Pipe	3,430 lin. ft.	4.50	15,435.00
24 Inch Concrete Pipe	730 lin. ft.	6.00	4,380.00
24 Inch Concrete Pipe, Extra Strength	710 lin. ft.	6.50	4,615.00
36 Inch Concrete Pipe	330 lin. ft.	10.00	3,300.00
48 Inch Concrete Pipe	520 lin. ft.	15.00	7,800.00
15 Inch Metal End Section	22 only	35.00	770.00
18 Inch Metal End Section	30 only	45.00	1,350.00
24 Inch Sewer Pipe	300 lin. ft.	5.25	1,575.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type "CG-2"	1 only	85.00	85.00
Class "A" Concrete	350 cu. yds.	50.00	17,500.00
Metal Reinforcement	52,800 lbs.	0.14	7,392.00
Type 2 Fence	2,100 rods	5.50	11,550.00
Type 3 Fence	370 rods	15.00	5,550.00
16' x 48" Metal Gates	1 only	100.00	100.00
Coarse Crushed Material in Base	13,000 tons	1.50	19,500.00
3/4" - 0 Material in Base	1,900 tons	1.65	3,135.00
Sprinkling	1,500 M-gals.	3.00	4,500.00
Furnishing and Placing Aggregate	370 tons	2.75	1,017.50
120-150 Asphalt	32 tons	46.00	1,472.00
Loose Riprap	9,800 tons	5.00	49,000.00
			$715,103.00

Seeding and Mulching		$ 7,500.00
Flagging (57½% of Contractor's Cost)	All Required	3,000.00
Adjust Power Lines by Idaho Power Co.	All Required	3,310.00
Adjust Power and Tel. Lines by UPRR Co.	All Required	3,000.00
Adjust Water Mains by City of Ontario	All Required	12,000.00
	Subtotal	$743,913.00
	10% Engr. & Cont.	74,391.30
	Total	$818,304.30

Length of Roadway	3.735 Miles
Length of 4 Structures	0.057 Miles (Exceptions)
Total Length	3.792 Miles
Cost of Roadway Per Mile	$215,797.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 19,000.00	$ 17,000.00	$ 2,000.00
Roadway	818,304.30	755,900.00	62,404.30
	$837,304.30	$772,900.00	$64,404.30

Oregon State Highway Department

Federal Aid
Project No. I-82-8(6)372
(old) I-67(10)

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1958

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 19,000.00

Type Code 0010
Roadway (Sta. 1159+00 to Sta. 1359+20)

Clearing and Grubbing	All	Required	$	$ 7,500.00
Drainage Excavation, Unclassified	3,300	cu. yds.	3.00	9,900.00
Embankment in Place	1,061,000	cu. yds.	0.58	615,380.00
Extra for Selected Embankment Material	149,000	cu. yds.	0.20	29,800.00
Finishing Roadbed and Slopes	3.73	miles	1,000.00	3,730.00
Furnishing and Placing Topsoil	25,800	cu. yds.	1.25	32,250.00
15-inch Corrugated Metal Pipe	390	lin. ft.	4.25	1,657.50
42-inch Corrugated Metal Pipe	46	lin. ft.	19.00	874.00
12-inch Concrete Pipe	110	lin. ft.	2.50	275.00
15-inch Concrete Pipe	880	lin. ft.	3.50	3,080.00
18-inch Concrete Pipe	3,430	lin. ft.	4.50	15,435.00
24-inch Concrete Pipe	730	lin. ft.	6.00	4,380.00
24-inch Concrete Pipe, Extra Strength	710	lin. ft.	6.50	4,615.00
36-inch Concrete Pipe	330	lin. ft.	10.00	3,300.00
48-inch Concrete Pipe	520	lin. ft.	15.00	7,800.00
15-inch Metal End Section	22	only	35.00	770.00
18-inch Metal End Section	30	only	45.00	1,350.00
24-inch Sewer Pipe	300	lin. ft.	5.25	1,575.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "GB-2"	1	only	85.00	85.00
Class "A" Concrete	350	cu. yds.	50.00	17,500.00
Metal Reinforcement	52,800	lbs.	0.14	7,392.00
Type 2 Fence	2,100	rods	5.50	11,550.00
Type 3 Fence	370	rods	15.00	5,550.00
16' x 48" Metal Gates	1	only	100.00	100.00
Coarse Crushed Material in Base	13,000	tons	1.65	21,450.00
3/4" - 0 Material in Base	1,900	tons	1.85	3,515.00
Sprinkling	1,500	M-gals.	3.00	4,500.00
Furnishing and Placing Aggregate	370	tons	2.75	1,017.50
120-150 Asphalt	32	tons	46.00	1,472.00
Loose Riprap	9,800	tons	5.00	49,000.00
				$867,103.00

Seeding and Mulching		$ 7,500.00
Flagging (57½% of Contractor's Cost)	All Required	3,000.00
Adjust Power Lines By Idaho Power Co.	All Required	3,310.00
Adjust Power and Tel. Lines by U.P.R.R. Co.	All Required	3,000.00
Adjust Water Mains by City of Ontario	All Required	14,800.00
	Subtotal	$898,713.00
	10% Engr. & Cont.	89,871.30
	Total	$988,584.30

Length of Roadway	3.735 Miles
Length of 4 Structures	0.057 Mile (Exceptions)
Total Length	3.792 Miles
Cost of Roadway Per Mile	$264,681.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 19,000.00	$ 17,000.00	$ 2,000.00
Roadway	988,584.30	913,000.00	75,584.30
	$1,007,584.30	$930,000.00	$ 77,584.30

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

August 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82(8)6, Ontario-Idaho State Line. City of Ontario Water Line Adjustments.

Dear Sir:

Your letter of July 22, 1958, requesting retroactive approval for adjusting City of Ontario water lines, was submitted to our Regional office for consideration. After review of the subject case, they concur in our non-approval as stated in our letter to you dated July 7, 1958. Therefore, reimbursement for this work is not eligible for Federal-aid and should be shown as non-participating.

The Regional office also stipulated that any subsequent requests for retroactive approval of utility work should be denied.

Very truly yours,

C. G. Polk
Division Engineer

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

August 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-8(6)372
Old No. I-67(10)
Ontario-Idaho Line Section of
The Old Oregon Trail Hwy.
Adjustment of Utility Line

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Idaho Power Company dated July 31, 1958, covering adjustment of utility line on the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Oregon Project I-82-8(6)372.

Authorization is hereby granted to proceed, as of August 6, 1958 with the necessary adjustment of Power lines. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

FORM E-123-X 25M 9-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the Idaho Power Company's power line on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Oregon Project, I-82-8(6)372[I-67(10)]:

1. Copies of Assistant Counsel's letter, which establishes the State's obligation to reimburse the company for moving certain portions of its line.

2. Copies of the Company's estimate for moving these portions of its line.

3. Construction plan sheets 7 and 10, showing the present locations and revisions to be made.

Your approval of the agreement and authorization to proceed with this work as of this date, under the provisions of PPM 30-4, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

FORM E123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data covering the adjustment of the City of Ontario's two 12-inch water mains, which is made necessary by the construction of the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Federal Project No. I-82-8(6)372:

1. Agreement between the State and City of Ontario covering moving the water mains.

2. Estimate of the City of Ontario

3. Contract agreement with Utility Construction Co. for the portion of the work done by contract.

4. Sketches of the present location and proposed revision of the water mains.

It is necessary that the water mains be moved before hot summer weather. One main will furnish sufficient water during cool weather, but both mains are necessary during hot weather. Work was, therefore, started by the City of Ontario upon the signing of the agreement.

Authorization to proceed with this work is requested. If it is not in conflict with B.P.R. regulations, we request that this authorization be retroactive to the date of the agreement, April 21, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4-0

July 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-82-8(6)372, Ontario-Idaho State Line Sec., Old Oregon Trail Highway. Agreement between State and City of Ontario covering the moving of city water mains.

Dear Sir:

We are holding the above described agreement, without approval, as it appears from the information furnished that the arrangement does not meet Federal-aid requirements.

Although the utility work was indicated on the plans and included in the engineer's estimate, it was not included in the program. More important, however, is the fact that there was no request for prior approval of performance of the work by contract.

Part 6, Construction, of Policy and Procedure Memorandum 30-4 establishes the conditions under which utility adjustments may be contracted. Under paragraph (b) it is stated that:

> "No contract shall be let by the State or entered into by the utility for utility relocation except when a clear showing has been made that it is to the best interests of the State, or that the utility is not adequately staffed or equipped to perform the work with its own forces, nor without the prior approval of the State and the Division Engineer."

Paragraph (c) sets forth the required procedure for soliciting bids and award of contract to the lowest qualified bidder. Provision is made for performance of work under existing continuing contracts under certain conditions, but only with prior approval of the State and the Division Engineer.

Prior approval is also necessary for work, as described in paragraph (d), which may be contracted outside the foregoing requirements.

Very truly yours,

C. G. Polk
Division Engineer

Oregon State Highway Department

Federal Aid
Project No. I-82-3(6)372
(old) I-67(10)

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 2, 1958

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 19,000.00

Type Code 0010
Roadway (Sta. 1159+00 to Sta. 1359+20)

Clearing and Grubbing	All	Required	$	$ 7,500.00
Drainage Excavation, Unclassified	3,300	cu. yds.	3.00	9,900.00
Embankment in Place	1,210,000	cu. yds.	0.58	701,800.00
Extra for Selected Embankment Material	149,000	cu. yds.	0.15	22,350.00
Finishing Roadbed and Slopes	3.73	miles	1,000.00	3,730.00
Furnishing and Placing Topsoil	25,800	cu. yds.	1.50	38,700.00
15-inch Corrugated Metal Pipe	390	lin. ft.	4.25	1,657.50
42-inch Corrugated Metal Pipe	46	lin. ft.	19.00	874.00
12-inch Concrete Pipe	110	lin. ft.	2.50	275.00
15-inch Concrete Pipe	880	lin. ft.	3.50	3,080.00
18-inch Concrete Pipe	3,430	lin. ft.	4.50	15,435.00
24-inch Concrete Pipe	730	lin. ft.	6.00	4,380.00
24-inch Concrete Pipe, Extra Strength	710	lin. ft.	6.50	4,615.00
36-inch Concrete Pipe	330	lin. ft.	10.00	3,300.00
48-inch Concrete Pipe	520	lin. ft.	15.00	7,800.00
15-inch Metal End Section	22	only	35.00	770.00
18-inch Metal End Section	30	only	45.00	1,350.00
24-inch Sewer Pipe	300	lin. ft.	5.25	1,575.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "GB-2"	1	only	85.00	85.00
Class "A" Concrete	350	cu. yds.	55.00	19,250.00
Metal Reinforcement	52,800	lbs.	0.15	7,920.00
Type 2 Fence	2,100	rods	5.75	12,075.00
Type 3 Fence	370	rods	15.00	5,550.00
16' x 48" Metal Gates	1	only	100.00	100.00
Coarse Crushed Material in Base	13,000	tons	1.75	22,750.00
3/4" - 0 Material in Base	1,900	tons	1.85	3,515.00
Sprinkling	1,500	M-gal.	3.00	4,500.00
Furnishing and Placing Aggregate	370	tons	2.75	1,017.50
120-150 Asphalt	32	tons	46.00	1,472.00
Loose Riprap	9,800	tons	5.00	49,000.00
				$956,626.00
Seeding and Mulching				7,500.00
Flagging (57½% of Contractor's Cost)	All	Required		3,000.00
Adjust Power Lines by Idaho Power Co.	All	Required		3,310.00
Adjust Power and Tel. Lines by UPRR Co.	All	Required		3,000.00
Adjust Water Mains by City of Ontario	All	Required		14,800.00

Subtotal	$988,236.00
10% Engr. & Cont.	98,823.60
Total	$1,087,059.60

Length of Roadway - - - - - - - - - 3.735 Miles
Length of A Structures- - - - - - 0.057 Mile (Exceptions)
Total Length- - - - - - - - - - - 3.792 Miles
Cost of Roadway Per Mile- - - - - $291,046.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 19,000.00	$ 17,000.00	$ 2,000.00
Roadway	1,087,059.60	1,004,000.00	83,059.60
	$1,106,059.60	$1,021,000.00	$85,059.60

RECEIVED
FEB 26 1959
FOR FILING

I-[illegible]-8([illegible])-39

5295

February 24, 1959

Oregon State Highway Commission

Gentlemen:

At 3:30 P.M. on February 16, 1959, 35-mile-per-hour construction speed zone signs were installed on the Old Oregon Trail over the detour at the Idaho Avenue structure. The section covered is between M.P. 418.12 and M.P. 418.75.

Your approval is requested on the establishment of the above-mentioned 35-mile-per-hour construction speed zone. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:kf:ae

cc to: Mr. F. B. Crandall

A

RECEIVED
FEB 2 1959
FOR FILING

I 82-1(6)372

5298

Salem, Oregon
January 30, 1959

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

To assist in an attempt to collect federal aid in the cost of borrow pits acquired by the State for the Ontario-Idaho State Line Section, please provide approximate estimates of the quantities of borrow materials to be taken from the ownerships, listed below, in the borrow pit located 0.28 mile from the highway at Station 1333+00:

City of Ontario
J. D. Bennett
M. Blower et vir

Please indicate in each case whether the quantities are excavation measure or embankment measure. If they are embankment measure please give an estimate of probable percentage of shrinkage.

S. H. Probert
Office Engineer

SHP:bb

cc: Tom Edwards

RECEIVED
JAN [illegible]
FOR FILING
[illegible]

[illegible]

When replying, refer to:
08-35.4

December 30, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. I-80N-3(6)372
Ontario-Idaho Line Section of the
Old Oregon Trail Highway - Order for
State Force Work dated December 24, 1958
Seeding and Mulching - Estimated Cost
$7,500 - Federal Funds $6,750

Dear Sir:

Reference is made to your letter dated December 24, 1958 concerning the subject order.

We are today approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and special equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
DEC 29 1958
FOR FILING
[illegible]
5298

December 24, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 214-238 covering seeding and mulching on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298, in connection with Federal Aid Project No. I-80N-3(6)372.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $7,500, with Federal participation of $6,750.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

RECEIVED
DEC 16 1958
FOR FILING

I-82-1(6)372

5298

December 15, 1958

Mr. G. Bryce Bennett
State Highway Engineer
Department of Highways
Post Office Box 879
Boise, Idaho

Dear Mr. Bennett:

I am attaching a list on which is indicated the cost and bid items of the various concrete and corrugated metal pipes on the Ontario-Idaho line job, Contract No. 5298, Roy L. Houck.

If you wish any additional information, we shall be glad to supply it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams

Pipe Prices f.o.b. Ontario
Ontario-Idaho Line

Contract No. 5298

Items	Cost f.o.b. job	Bid
15" corrugated metal	2.85	4.40
42" corrugated metal	12.10	18.65
12" concrete	1.56	2.75
15" concrete	2.07	3.95
18" concrete	2.83	4.60
24" concrete	4.52	6.50
24" concrete (extra strength)	4.52	7.00
36" concrete	8.12	11.45
48" concrete	13.94 - quote	16.45
15" end section	18.39	45.00
18" end section	22.63	50.00
24" sewer	4.08	6.60

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FOR FILING
5298

When replying, refer to
08-35.4

December 8, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(6)372
Ontario-Idaho Line Section
Old Oregon Trail Highway

Dear Sir:

As requested in your letter of November 25, 1958, we have again reviewed Order for Extra Work No. 5.

It appears to us that it is the contractor's responsibility to locate sources of material and that the cost involved is included in the price of $1.00 per cu. yd. truck measure shown on the price agreement for material in place including haul.

We are therefore returning the order without approval.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Encls.

orig to
Project
copy to Edwards

NOTED
FORREST COOPER

RECEIVED
NOV 26 1958
FOR FILING

I-82-8(6)372

529[illegible]

When replying, refer to:
08-33.4

November 25, 1958

I-

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(6)372
Ontario-Idaho Line Section of
The Old Oregon Trail Highway

Dear Sir:

We are returning, without approval, Order for Extra Work No. 5 covering prospecting of a gravel source, this material to be used for constructing fills in a channel of Snake River at Stations 1220 and 1240.

We note Laboratory Report, Prefix 23-1080, Gravel (Pit Run), has acceptable material for selected topping and culvert backfill. Please advise why the new source is required.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

Orig to
Prolest

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NOV 21 1958
FOR FILING
I-82-8(6)372

5298

November 20, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering prospecting of a gravel source on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298 in connection with Federal Aid Project No. I-80N-8(6)372.

It is necessary to prospect a borrow area to find suitable material and the quantities of material available to construct the fills in the river at Stations 1220 and 1240.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DEP:lmw

1

RECEIVED
NOV 11 1958
FOR FILING

I-82-8 (6) [illegible]

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra work No. 3 covering excavation of unstable materials on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298, in connection with Federal Aid Project No. I-80N-8(6)372 [I-67(10)].

This work is necessary to stabilize the base. Seepage from the slough has softened the shoulder areas under the west bound lane between Stations 1222 to 1225. It is necessary that the unstable material be removed and replaced with suitable foundation material before the fill can be placed. This work had not been anticipated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

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NOV 12 1958
FOR FILING

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5298

A

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering installation of a 60" multiple plate pipe in lieu of a 48" pipe on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298, in connection with Federal Aid Project No. I-80N-8(6)372 [I-67(10)].

The larger pipe is necessary for access to the Oregon Frozen Foods water supply pipe for maintenance and repair. The 48" pipe conduit was not considered large enough by the Company and the 60" pipe was required in the right of way negotiations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

A

RECEIVED
NOV 12 1958
FOR FILING

I-2-1(6)372
5298

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering removal of unstable material on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298, in connection with Federal Aid Project No. I-80N-6(6)372 [I-67(10)].

The roadway passes through or over, a section which has been used as a disposal area by the Oregon Frozen Foods Company. The refuse was covered and not apparent that it constituted an unstable area. It is necessary that it be removed and the area stabilised before the fill is placed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

Encl.

RECEIVED
NOV 6 - 1958

FOR FILING
T 52 1(1) 372

5298

November 3, 1958

Mr. Martin P. Gallagher
Gallagher & Gallagher
Gallagher Building
Ontario, Oregon

Dear Mr. Gallagher:

Pursuant to your letter of October 28 regarding blocking of the channel between your plant site and Railroad Island on the Ontario-State Line Section of the Old Oregon Trail Highway, I have made some inquiries of our field forces.

Through these inquiries I have learned there was a meeting at which our resident engineer, Mr. Loren Weber, a representative of the Oregon Industries Company and the contractor satisfactorily resolved the problem of blocking the channel by installation of two 72-inch culverts under the dike at the upper end and the access road at the lower end.

Although the State was not a party to the action of cutting off or restoring this flow of water, it is gratifying to know that the matter has been settled amicably.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp:ar

cc to: Roy L. Houck Construction Company
1505 North 20th Street
Salem, Oregon

Forrest Cooper
Tom Edwards
A. F. Parson
Loren Weber

P. J. GALLAGHER
(1884-1957)
MARTIN P. GALLAGHER

GALLAGHER & GALLAGHER
LAWYERS
GALLAGHER BUILDING
ONTARIO, OREGON

P. O. BOX 117
TEL. 780-781

October 28, 1958

State Highway Department
Salem, Oregon

ATTENTION: W. C. Williams, Chief Engineer

Dear Mr. Williams: RE: Oregon Industries Company-
Old Oregon Trail
Ontario Cut-off

There was a clear understanding between the Oregon Industries Company and your Department during the negotiations for a right of way East of the Union Pacific railroad track. There was to be no interference with the course of the stream of the Snake River as it flows between the plant site and Railroad Island immediately opposite.

We understand today that your contractor has closed the upstream end of the channel between the Island and the mainland. The frozen food plant discharges waste material into this Snake River channel. The cutting off of the stream flow will make this impossible and effectively shut down the entire operation of the plant. We are at the peak of the season in potato processing and there are some 1,000 employees now working.

Could you immediately call your contractor and advise him to make suitable facilities for continuation of the flow of the Snake River between the Island and the plant. This situation is critical and will result in very substantial damages.

During the course of the negotiations with your right of way department it was our understanding that this channel would be left open and that a cut would be made through the Island so as not to disturb our source of water which is wells along the River above the discharge point for the waste material.

Your immediate attention would be appreciated.

Very truly yours,

Martin P. Gallagher

OF GALLAGHER & GALLAGHER

MPG:sd
cc: Client
Roy L. Houk Construction Co.

RECEIVED
[illegible] 9 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 22 1958
FOR FILING

I-82-8(6)372

5298

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 15, 1958, on Contract No. 5298, Ontario-Idaho Line Section in Malheur County, in connection with Federal Aid Project No. I-80N-8(6)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
SEP 26 1958
FOR FILING

I-80 8(6) 372

5298

September 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5298, in connection with Federal Aid Project No. I-80N-8(6)372 [I-67(20)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
FORM E-129 8M 4-56
SEP 15 1958
FOR FILING

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 12, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5298, awarded Aug. 22, 1958,
> for grading on the Ontario-Idaho Line
> Section of the Old Oregon Trail Highway
> in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 25 1958
FOR FILING

5-

August 22, 1958

Roy L. Houck & Sons &
Roy L. Houck Sons' Corp.
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Malheur County, for the sum of $652,075.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5298.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my telephone conversation with you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

A

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

5298

August 22, 1958

Mr. L. V. Chausse, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5298 and plans covering grading work on the Ontario-Idaho Line Section of the relocated Old Oregon Trail Highway in Malheur County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment construction at the ends of the proposed twin railroad overcrossing structures and drainage work in the vicinity of highway Station 1246+95 as indicated on Sheet 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. S. Paxson
J. W. De Souza

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

9

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

5398

August 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Ontario-Idaho Line Section of the Old Oregon Trail Highway (Interstate Route 80 N) in Malheur County, Project I-82-8(6)372, to Roy L. Houck & Sons and Roy L. Houck Sons' Corp. of Salem, Oregon, on the basis of the bid of $652,075.00 submitted on July 10, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-8-8(6)572
File

5298 When replying, refer to:
08-35.4-0

August 22, 1958

~~Protest~~

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-8(6)372, Old I-82-8(6)372, Ontario-Idaho Line Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 5298 to Roy L. Houck & Sons and Roy L. Houck Sons Corporation of Salem, Oregon, low bidder in the amount of $652,075.00 at the July 10, 1958 bid opening,

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
25 1958
OFFICE OF
ENGINEER

FORM 2-123-X 28M/ 5-55

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I. 82-8(6)372

5298

A

August 22, 1958

Mr. L. V. Chamsse, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5298 and plans covering grading work on the Ontario-Idaho Line Section of the relocated Old Oregon Trail Highway in Malheur County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment construction at the ends of the proposed twin railroad overcrossing structures and drainage work in the vicinity of highway Station 1246+95 as indicated on Sheet 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

NOTED
C. S. PAXSON

cc: C. S. Paxson ✓
J. W. De Sousa

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
I 82(6)372

When replying, refer to:
08-35.5

August 11, 1958

Co

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-8(6)372
Old No. I-67(10)
Ontario-Idaho Line Section of
The Old Oregon Trail Hwy.
Adjustment of Utility Line

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Idaho Power Company dated July 31, 1958, covering adjustment of utility line on the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Oregon Project I-82-8(6)372.

Authorization is hereby granted to proceed, as of August 6, 1958 with the necessary adjustment of Power lines. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SHP

RECEIVED
AUG 8 1958
FOR FILING

I-82 4(2)372

5298

August 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending, under separate cover, three copies of progress voucher in the amount of $157,007.00 with supporting documents covering the purchase of rights of way for the Ontario-Idaho State Line Section, Project No. I-67(6)old, I-82-4(2)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

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FOR FILING

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529

August 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the Idaho Power Company's power line on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Oregon Project, I-82-4(6)372[I-67(10)]:

1. Copies of Assistant Counsel's letter, which establishes the State's obligation to reimburse the company for moving certain portions of its line.
2. Copies of the Company's estimate for moving those portions of its line.
3. Construction plan sheets 7 and 10, showing the present locations and revisions to be made.

Your approval of the agreement and authorization to proceed with this work as of this date, under the provisions of PPM 30-4, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

Enclosures

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FOR FILING

I-82-8(6)372

5218

August 1, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your bid in the amount of $652,075.00 for grading on Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, which was the low bid received for that job July 10, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
R. G. Savage (SIAC)
S. H. Probert

RECEIVED
JUL 23 1958
FOR FILING

I-82-2(1)32
[illegible]

July 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: City of Ontario
Water Line Adjustments
Ontario-Idaho State Line Section
Old Oregon Trail Highway
Malheur County

In reply to your letter of July 7, 1958 in regard to the above-named project, we submit the following information:

1. It was necessary that the pipe lines be moved prior to the start of earth moving on this project. The pipes were 12-inch transite and would not stand up under heavy earth-moving equipment.

2. It was necessary that the pipe lines be moved prior to the coming of summer weather and its attendant heavy water demands. The two pipe lines furnish all the water to the city of Ontario. A single line would handle the demand during cool weather, but both pipe lines must be in use during warm weather.

Our original schedule for opening bids on this project was June 19, 1958, so that the City could not wait until fall to start the work. Since warm weather was rapidly approaching at the time the agreement was signed, it was important that work start as soon as possible to prevent a shortage of water in the city. The City contacted the contractor who does a major portion of such work for the City, negotiated a contract with him, and work got underway with a very minimum of delay. The work was completed just prior to the time when water demand made both pipe lines necessary.

In view of the fact that it was necessary to complete the water line revisions with all possible speed, it is requested that approval retroactive to April 21, 1958 be given to this necessary work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc me
cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. A. F. Parson

RECEIVED
JUL - 1958
FOR FILING
Const.
Fed Aid
08-35.4-0
Prog. & Proj

I-82-8(6)372

July 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-82-8(6)372, Ontario-Idaho State Line Sec., Old Oregon Trail Highway. Agreement between State and City of Ontario covering the moving of city water mains.

Dear Sir:

We are holding the above described agreement, without approval, as it appears from the information furnished that the arrangement does not meet Federal-aid requirements.

Although the utility work was indicated on the plans and included in the engineer's estimate, it was not included in the program. More important, however, is the fact that there was no request for prior approval of performance of the work by contract.

Part 6, Construction, of Policy and Procedure Memorandum 30-4 establishes the conditions under which utility adjustments may be contracted. Under paragraph (b) it is stated that:

> "No contract shall be let by the State or entered into by the utility for utility relocation except when a clear showing has been made that it is to the best interests of the State, or that the utility is not adequately staffed or equipped to perform the work with its own forces, nor without the prior approval of the State and the Division Engineer."

Paragraph (c) sets forth the required procedure for soliciting bids and award of contract to the lowest qualified bidder. Provision is made for performance of work under existing continuing contracts under certain conditions, but only with prior approval of the State and the Division Engineer.

Prior approval is also necessary for work, as described in paragraph (d), which may be contracted outside the foregoing requirements.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

2

FORM E-123-X 25M 5-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL [illegible] 1958
FOR FILING
[illegible]

July 21, 1958

Malheur Telephone Company
70 S. W. Third Avenue
Ontario, Oregon

Re: Malheur Telephone Company
Telephone Line Adjustments
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Reference is made to my letter to you of July 15, relative to the adjustment of some of your facilities on the above titled project, in which it was stated that your final billing should be sent to Mr. Loren Weber. This was an inadvertence as there should be no billing for the work.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. F. Parson
Mr. Loren Weber
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 1[illegible] 1958
FOR FILING
[illegible]

July 15, 1958

Idaho Power Company
1220 Idaho Street
Boise, Idaho

Re: Idaho Power Company
Power Line Adjustments
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments are as follows:

> A line crossing the new highway near Station 1185 must be adjusted. The existing line is on State highway right of way under the terms of Permit No. 839, dated April 23, 1937.
>
> A line crossing the new highway near Station 1221+10 must be adjusted. This line is on private property apparently without easement.
>
> A line crossing the new highway near Station 1245+50 must be adjusted. This line was constructed on private property under the terms of an easement dated July 30, 1946. This property was later dedicated as a public street.
>
> A line crossing the new highway near Station 1255+20 must be adjusted. This line was constructed on private property under the terms of an easement dated June 2, 1948.
>
> A line which crosses the new highway near Station 1268+25 must be adjusted. This line is on county road right of way.
>
> A line crossing the new highway near Station 1296+70 must be relocated. This line was constructed on State highway right of way without permit.

NOTED

A line crossing the new highway near Station 1310 must be relocated. This line was constructed on county road right of way.

A line crossing the new highway near Station 1352 must be adjusted. This line was constructed on private property under the terms of an easement dated June 2, 1947.

A line crossing the new highway near Station 1359+50 must be adjusted. This line was constructed on private property as a service line to the property owner, and no easement was obtained for the line.

As to the facilities which are on public highway right of way, it will be your obligation to make these changes without reimbursement, and it is requested that you proceed with this work as promptly as possible. This does not apply to the crossing near Station 1245+50.

As to the facilities located on private property under easement or otherwise, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments of the facilities under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Loren Weber, Box 3, Ontario, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. F. Parson
Mr. Loren Weber
Mr. F. W. Farrar

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1958
FOR FILING

July 15, 1958

Malheur Telephone Company
70 S. W. Third Avenue
Ontario, Oregon

Re: Malheur Telephone Company
Telephone Line Adjustments
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible. The adjustments involve work at the following locations:

> A telephone cable which crosses the new freeway near Station 1186 must be relocated. This facility is on State highway right of way under the terms of Permit No. 1177, dated March 7, 1939.
>
> A telephone line crossing the new freeway near Station 1267+50 must be adjusted. This facility is on county road right of way.
>
> A telephone line crossing the new freeway near Station 1295+50 must be relocated. The existing facility is on State highway right of way without permit.
>
> A telephone line crossing the new freeway near Station 1309+50 must be relocated. This facility is on county road right of way.

In view of the fact that all of these facilities are located on public highway right of way, it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Loren Weber, Box 3, Ontario, who is resident engineer on the project. Your final

NOTED

billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. Loren Weber
Mr. F. W. Farrar

FORM E-123X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 3 - 1958
FOR FILING
T-82-8 1372

July 1, 1958

Mr. L. V. Chausse, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading work on the Ontario-Idaho Line Section of the relocated Old Oregon Trail Highway in Malheur County, bids for which are to be received in Salem on July 10, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment contruction at the ends of the proposed twin railroad overcrossing structures and drainage work in the vicinity of highway Station 1246+95 as indicated on Sheet 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. S. Paxson
J. W. DeSouza

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
JUL 9 - 1958
FOR FILING

[illegible]

July 1, 1958

Mr. L. V. Chaussee, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading work on the Ontario-Idaho Line Section of the relocated Old Oregon Trail Highway in Malheur County, bids for which are to be received in Salem on July 10, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment construction at the ends of the proposed twin railroad overcrossing structures and drainage work in the vicinity of highway Station 1246+95 as indicated on Sheet 6 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad protective public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. H. Probert
Office Engineer

JWR:mfh

cc: G. S. Paxson
J. W. Beckman

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

RECEIVED
JUN 2 1958
FOR FILING

I-82-[illegible]

[illegible]

May 29, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data covering the adjustment of the City of Ontario's two 12-inch water mains, which is made necessary by the construction of the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Federal Project No. I-82-8(6)372:

1. Agreement between the State and City of Ontario covering moving the water mains.

2. Estimate of the City of Ontario

3. Contract agreement with Utility Construction Co. for the portion of the work done by contract.

4. Sketches of the present location and proposed revision of the water mains.

It is necessary that the water mains be moved before hot summer weather. One main will furnish sufficient water during cool weather, but both mains are necessary during hot weather. Work was, therefore, started by the City of Ontario upon the signing of the agreement.

Authorization to proceed with this work is requested. If it is not in conflict with B.P.R. regulations, we request that this authorization be retroactive to the date of the agreement, April 21, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

R

RECEIVED
MAY 19 1958
FOR FILING
I-82-8(6)372

5238

MISC. CONTRACTS and
AGREEMENTS No. 1162

Salem, Oregon
May 13, 1958

Cooperative Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway
City of Ontario

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a cooperative agreement with the City of Ontario covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in the City of Ontario.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Ontario, Oregon.

Secretary

rn
Attach: 1

FORM E-30 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1958

SUBJECT: Cooperative Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway
City of Ontario

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on October 31, 1957.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST STATE HIGHWAY ENGINEER
Date May 1, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 54
Secretary

RECEIVED
MAY 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1958
FOR FILING

I-82-8(4)372

5298

May 13, 1958

Eldon S. Mills, City Recorder
City Hall
Ontario, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ontario covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in City of Ontario.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 6 1958
FOR FILING

I-82-8(6)37a
5298

MISC. CONTRACTS and
AGREEMENTS No. 5298

May 1, 1958
Salem, Oregon

Supplemental Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway No. 6
Malheur County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a supplemental agreement with Malheur County covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Malheur County.

Secretary

rm
Attach: 1

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1958

SUBJECT: Supplemental Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway No. 6
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a supplemental agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on November 1, 1957.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 54
Secretary

RECEIVED
APR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1958
FOR FILING

I-82-5(6)372

5278

P

May 1, 1958

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing for the records and files of Malheur County a fully executed copy of a supplemental agreement between the State Highway Commission and Malheur County covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

R

RECEIVED
JUN 25 1958
FOR FIL

FORM 230—50M—2-57—1476

[illegible]

5-18

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1958

SUBJECT: Supplemental Throughway Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are the six copies of the above named supplemental throughway agreement as per your request of April 3.

Two copies of the map exhibit were received by this office, one of which we are attaching to our file.

Additional copies of this agreement are available.

GLENN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

NOTED
G. S. PAXSON

4/11/58
Mr. Graham has taken two approved copies.
Pauline

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 1958
FOR FILING

FORM 830—50M—2-57—1476

I-82-8(6)37a

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1958

SUBJECT: Supplemental Throughway Agreement
North Ontario Interchange-Idaho Line Section
Old Oregon Trail Highway No. 6
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached is a suggested letter to the Legal Division giving a revised outline of the requested supplemental agreement. These changes have been verbally approved by Mr. Edwards.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
G. S. PAXSON

RECEIVED
APR 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 19 1958

FOR FILING

F-82-8 (6) 332

5278

March 19, 1958

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing for the records and files of Malheur County a fully executed copy of a throughway agreement between the State Highway Commission and Malheur County covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 25 1958
FOR FILING

I-82-[illegible]

529[illegible]

Salem, Oregon
March 19, 1958

MISC. CONTRACTS and AGREEMENTS No. 1948

Throughway Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Malheur County covering the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Malheur County.

Secretary

rn
Attach: 1

REFERRED TO Geary
by Fell

FORM E30—60M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1958

SUBJECT: Throughway Agreement
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Commission on November 1, 1957. The entry appears on page 54 of the minutes.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 13, 1958

RECEIVED
MAR 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 54
Secretary

RECEIVED
MAR 6 - 1958
FOR FILING

I-82-5(6)372
FORM E-20X—90M—11-55—902
5293

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1958

SUBJECT: Ontario-Idaho Line Section
Old Oregon Trail
Erosion Control Estimates

To: Mr. Tom Edwards
Construction Engineer
Building

It is recommended that the engineer's estimate of $7500 for seeding and mulching on the subject job be retained in the authorization. Our check of the figures discloses that the amounts estimated are sufficient for the cut and fill slopes.

The estimate does not include seeding of the median strip, seeding the islands in the interchange or the areas between the right-of-way line and the constructed road grade. We intend to do this work by contract on completion of the grading job and, therefore, have not included seeding of these areas.

Mark H Astrup
Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
MAR 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 60M 8-57

RECEIVED

FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 30, 1958

NOTED
W. C. WILLIAMS

The District Engineer
Corps of Engineers
U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

The Oregon State Highway Department is rebuilding that section of US30 from Ontario to the Idaho state line. In this work we propose to make a borrow pit in Welch Island in the Snake River to obtain materials for the embankment. The details of this borrow pit are shown on Sheets 1 and 2 submitted herewith.

The work will also involve filling into the present minor channel of the Snake River south of Johnson Island and providing equivalent waterway. We propose to widen the channel on the Johnson Island side. Your examination of this proposal would be appreciated and, if a permit is necessary for the work, we would request that you issue such permit.

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
By G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachments

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

129-1066 McKinley Moorage-Radio 1958
Station Sec. (Grading
#5299 and Oiling)

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.) 5299	(EST. NO.)	(CONTRACTOR)	
5299	4 final	Dolan Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
298	H 233264	$500.00	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 30 workdays from Sept. 1, 1958

Time Extensions: None

Completion Date: Oct. 28, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
Asst. Secretary

Warrant Mailed:

JC

NOTED ON CARD

Cm

A

RECEIVED
JAN 9 - 1959
FOR FILING

5299

Jan. 9, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5299, for grading and oiling on the McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County was completed by the contractor, Dolan Construction Company, on Oct. 28, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $12,757.25, of which amount $136.25 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

File

RECEIVED
NOV 28 1958
FOR FILING

123-1066

5299

Nov. 26, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Dolan Construction Company in connection with Contract No. 5299, for grading and oiling on the McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County.

This payment, in the amount of $6,105.75, will be released to the contractor on or after Dec. 6, 1958. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

em

A

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1958

Section McKinley Moorage - Radio Station

Kind of work Grading & Oiling

Highway Netarts County Tillamook

Section prefix 129-1066

Contractor ~~Donal~~ Dolan Construction Co.

Contract number 5299

Date of contract August 23, 1958

Specified work days 30

Date work started September 5, 1958

Work days used 19

Project authorization $13,983.75

Exclusive of engineering $12,989.35

Per cent of time elapsed 63 %

Estimated cost of completed project, exclusive of engineering $13,307.76

Estimated per cent overrun or ~~Underrun~~ 2.2 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $994.40

Engineering cost to date $994.40, 100 %

Date project was completed October 28, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on the project completed on Tuesday.

Semi-final estimate submitted to Division Office on Friday, October 31.

Final Report

CONSTRUCTION DIVISION
RECEIVED
NOV 3 1958
NOTED-- CE ACE ACE COE

RECEIVED
NOV - 3 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22		0.22	0
Miles partially completed					
Miles completed	0.22	0.22		0.22	
Total estimated quantities (contract)	4,000 C.Y.	870 C.Y.		14 T	
Total quantities corrected to date	4,406.5 C.Y.	902 C.Y.		15.15 T	
Estimated quantities moved or placed to date	4,406.5 C.Y.	902 C.Y.		15.15 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Men 1

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons 1

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ... Truck 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Rain		
Saturday			

FORM E-123 5M 4-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 19 1958
FOR FILING

[illegible]

5299

Sept. 10, 1958

Dolan Construction Co.
P. O. Box 113
Tillamook, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5299, awarded Aug. 22, 1958, for grading and oiling on the McKinley Moorage-Radio Station Section of the Netarts Highway in Tillamook County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 25 1958
FOR FILING

5299

August 22, 1958

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading and oiling the McKinley Moorage-Radio Station Section of the Netarts Highway, Tillamook County, for the sum of $12,130.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5299.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 22, 1958

Dolan Construction Co.
Tillamook, Oregon

Contract for McKinley Moorage-Radio Station Section of Netarts Highway, Tillamook County, for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Accounting (5003-900)
C. W. Head
Files ✓

I-82-6(12)247 Glover-Perry Sec., Old 1958
Oregon Trail Hwy.
#5300 [redacted]

RECEIVED
FEB 25 1963
FOR FILING

T 12-6(11).49
5300

January 30, 1963
Salem, Oregon

Morrison-Knudsen Company Contract
Oregon Coast Highway
Case No. 4590
L-3905

Mr. G. A. Decker
Assistant Construction Engineer
Building

I am sending you a copy of a letter which I discussed with you by telephone January 29.

Will you please contact one of our engineers who is familiar with the occurrences mentioned in the attachment and who may be able to shed some light on the subject that a bulletin or directive to Division and Resident Engineers be made.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

FORM E-30X—50M—6-61—26682

OREGON STATE HIGHWAY DEPARTMENT

REFERRED TO

Shaw

BY DEPUTY STATE HIGHWAY ENGINEER

Any comment

INTER-DEPARTMENT CORRESPONDENCE

January 23, 1963

Salem, Oregon

R. L. Porter

SUBJECT: Morrison-Knudsen Company, Inc.
vs.
State of Oregon
Case No. 4590
L-3905

To: Forrest Cooper
State Highway Engineer
Office

We have agreed to a settlement of the above entitled action by payment to the contractor of the sum of $35,000.00. The claim, which was the subject of the contractor's complaint, arose out of Section 1.4.5 which provides that the engineer may alter any details of construction during the progress of the work. This provision also provides that the contractor is entitled to compensation as provided for in Article 1.9.5, subject to the provisions of Article 1.9.6. Section 1.9.5 provides that where the character of the work or the unit costs thereof are materially changed, an allowance shall be made either for or against the contractor in such an amount as the engineer may determine to be fair and equitable. Section 1.9.6 provides that the contractor shall give his written notice where, in the opinion of the contractor, such change order will entitle him to additional compensation.

It was our intention in defending this action to claim that we substituted comparable work at comparable costs in place of the work which we admitted was an alteration in the details of construction. We had never notified the contractor in response to his notice that we intended to make such a substitution. In fact, we did not know that we would later claim the right of substitution because the fills and embankments had not been started at the time we made the alteration in the details of construction of the work as originally provided for in the plans and specifications. Since the provisions of Section 1.9.5 provide that the engineer shall make an allowance for or against the contractor, and we did not do this when the final estimates and final payment were made, I am of the opinion that our defense might not have been allowed because of our own failure to follow the contract provisions.

It is my opinion that in any case where a contractor gives us written notice that he will claim additional compensation on account of alteration in details of construction that before a reply is given to the contractor careful consideration should be given as to our right to offset such additional compensation by way of substitution of comparable work at comparable cost. In the instant case, even though we did not know at the time the letter was sent to us that such a substitution would be made, a proper reply could have been made to the contractor advising him that in the event there were excess quantities to be wasted at other locations we would make an equitable adjustment in light of the alteration and our later direction to waste other materials.

It may be that you would want to send some sort of bulletin or directive to the Division Engineers and Resident Engineers along this line.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:jm
cc: R. L. Porter
L. I. Lindas
G. E. Rohde

RECEIVED
JAN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1962
FOR FILING

I-80N-4(12)247

5300

July 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending, under separate cover, three copies of final voucher with supporting documents for the Glover Ferry Section, Project No. I-80N-4(12)247 in the amount of $230,929.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
JAN 24 1962

FOR FILING

I-82-6(12)247

5300

December 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate to include the revision of the petroleum pipe line of the Salt Lake Pipe Line Company for the Glover-Perry Section, Project No. I-80N-6(12)247.

82

Estimate not as a basis for modification of project agreement.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(12)247

GLOVER-PERRY SECTION OF THE

OLD OREGON TRAIL IN UNION COUNTY

(Estimate revised to include revision of Salt Lake Pipe Line and not as a basis for modification of project agreement. Based on low bid prices and estimated costs.)

Salem, Oregon, November 28, 1961

Type Code P.E.

Preliminary Engineering	$ 58,000.00

Type Code 0010
Roadway (Sta. WB 430+00 to Sta. 817+00)(Contract No. 5300)

Clearing and Grubbing	All	Required	$	$ 54,000.00
Drainage Excavation, Unclassified	1,500	cu.yd.	3.20	4,800.00
Structural Excavation, Unclassified	80	cu.yd.	4.00	320.00
General Excavation, Unclassified	1,685,000	cu.yd.	0.58	977,300.00
Short Overhaul	4,212,900	yd.sta.	0.007	29,490.30
Long Overhaul	223,900	C-yd.sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Rounding Cutbanks	12,800	lin.ft.	0.20	2,560.00
18-inch Corrugated Metal Pipe	1,100	lin.ft.	5.00	5,500.00
24-inch Corrugated Metal Pipe	430	lin.ft.	7.20	3,096.00
36-inch Corrugated Metal Pipe	140	lin.ft.	14.50	2,030.00
36-inch Corrugated Metal Pipe, 10 Gage	250	lin.ft.	16.50	4,125.00
18-inch Concrete Pipe	3,550	lin.ft.	4.50	15,975.00
24-inch Concrete Pipe	120	lin.ft.	6.00	720.00
18-inch Concrete Pipe, Extra Strength	180	lin.ft.	5.00	900.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	28	only	45.00	1,260.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Class "A" Concrete in Walls	34	cu.yd.	75.00	2,550.00
Metal Reinforcement in walls	5,300	lb.	0.18	954.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Metal Guard Rail	10,200	lin.ft.	3.40	34,680.00
Metal Night Posts, Double Reflector	100	only	5.00	500.00
Type 1 Fence	2,600	rod	5.75	14,950.00
Type 2 Fence	190	rod	7.00	1,330.00
Coarse Crushed Material in Base	74,000	ton	1.50	111,000.00
3/4" - 0 Material in Base	12,100	ton	1.50	18,150.00
Sprinkling	3,300	M-gal.	2.00	6,600.00
Preparation of Base	All	Required		1,800.00
3/4" - 0 Material in Binder Course	880	ton	2.70	2,376.00
Furnishing and Placing Aggregates	2,270	ton	2.70	6,129.00
MC-2 Asphalt	100	ton	60.00	6,000.00
120-150 Asphalt	130	ton	60.00	7,800.00
RS-1 Asphalt	70	ton	60.00	4,200.00
				$1,395,725.30

Move Telephone Lines by Pacific Tel. & Tel. Co.	All Required	$	$ 17,400.00
Flagging (97½% of Contractor's Cost)	All Required		15,000.00
Seeding and Mulching	All Required		19,250.00
Slope Rounding	All Required		10,000.00
Adjust RR "CTC" Lines by OWR & N. Co.	All Required		64,600.00
Protection of Pipe Line by Salt Lake Pipe Line Co.	All Required		1,900.00
Work by West Coast Telephone Co.	All Required		330.00
Work by California-Pacific Utilities Co.	All Required		450.00
Revision of Pipe Line by Salt Lake Pipe Line Co.	All Required		31,300.00
	Subtotal		$1,558,145.30
	Engr. & Cont.		118,963.70
	Total		$1,677,109.00

Type Code 1028
Box Culvert (Sta. 734+50 to Sta. 734+70.6)(Contract No. 5300)

Drainage Excavation, Unclassified	50 cu.yd.	$ 3.20	$	160.00
Class "A" Concrete in Box Culvert	200 cu.yd.	75.00		15,000.00
Metal Reinforcement in Box Culvert	33,000 lb.	0.18		5,940.00
	Subtotal		$	21,100.00
	10% Engr. & Cont.			2,110.00
	Total		$	23,210.00

Length of Roadway - - - - - - - - - - - - 7.248 Miles
Length of 1 Structure - - - - - - - - - - 0.004 Mile
Length of 5 Structures - - - - - - - - - 0.090 Mile (Exceptions)
Total Length - - - - - - - - - 7.342 Miles
Cost of Roadway Per Mile - - - - - - - - $231,389.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 58,000.00	52,000.00	$ 6,000.00
Roadway	1,677,109.00	1,542,000.00	135,109.00
Structure	23,210.00	21,000.00	2,210.00
	$1,758,319.00	$1,615,000.00	$143,319.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

GLOVER-PERRY SECTION

PROJECT NO. I-008-6(12)247 (OLD) I-02-6(12)247

Estimated costs of work by the West Coast Telephone Company

Labor	$	304.78	
Materials		60.05	
Equipment		43.47	
Depreciation Credit		68.72	Cr.
	$	339.58	
Use	$	330.00	

Estimated Costs of Work by the Salt Lake Pipe Line Company

Labor	$	778.00	
Materials		970.00	
Equipment		598.00	
	$	[illegible]	
Use	$	[illegible]	

Estimated Costs of Work by the Pacific Telephone and Telegraph Company

Labor	$	[illegible]	
Materials		[illegible]	
Equipment		[illegible]	
[illegible]		[illegible]	
[illegible]		[illegible]	Cr.
	$	[illegible]	
Use	$	[illegible]	

Estimated Costs of Work by California Pacific Utilities Company

Labor	$	[illegible]	
Materials		[illegible].16	
Equipment		[illegible].37	
Salvage Credit		[illegible]	Cr.
	$	[illegible]	
Use	$	[illegible]	

Estimated Cost of Work by Union Pacific Railroad Company

1.	Furnish labor and material for and make temporary and permanent relocation of communication lines	$ 43,400.00
2.	Furnish labor and material for and make temporary and permanent relocation of signal lines and facilities	13,280.00
3.	Watchman and Flagman Service* ($18,820 - $8,520.00 = $10,300.00)	10,300.00
4.	Salvage Credit	2,300.00 Cr.
		$ 64,680.00
	Use	$ 64,600.00

* Note:

Engineering and inspection assumed as 15% of construction cost or $56,680.00 X 0.15 = $8,520.00 and this amount deducted from amount shown in R.R. agreement to arrive at watchman and flagman costs.

Estimated Cost for Revision of Salt Lake Pipe Line

Contract Services (including ditching, welding, laying pipe, rental of Stepple equipment and draining lines, etc.)	$19,000.00
Materials	12,500.00
Company Labor	1,500.00
Right of Way and Damages	500.00
	$33,500.00

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AUG 18 1961
FOR FILING

I-82-2(12)249

5300

August 17, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Glover-Perry Section
Old Oregon Trail
Contract No. 5300

Dear Sir:

The Morrison-Knudsen Company, Inc. completed their work under Contract No. 5300 on the Glover-Perry Section December 15, 1960.

There will be no need for an extension of their insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

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AUG 14 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5300

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 11, 1961

W C WILLIAMS

Mr. M. E. Burns, Vice President
Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Dear Mr. Burns:

On June 19, by letter, you presented to the State Highway Department a claim in the total amount of $54,498.81 as additional compensation due your company. This is in connection with Contract No. 5300 involving the Glover-Perry Section of the Old Oregon Trail Highway. The claim consisted of four separate parts.

Parts 1, 2 and 3 were for re-excavating to revised slopes various cut areas. After due consideration these items are rejected.

The cut slopes outlined in your claim were staked to flatter slopes to assure stability after each of the cuts had been opened and the soil conditions noted. Except in the case of Claim No. 3, the original cuts had been only partially excavated at this time. The engineers, acting in accordance with Article 1.9.5 of our Standard Specifications, did not consider that the altered work materially changed the character of the costs thereof and have classified the work as General Excavation.

At no time prior to or during this operation did your employees or agents question this judgment. You did not, as required, put us on notice that you considered the work more difficult and would expect extra compensation for it. The fact that you failed to include these claims in your original submission further clouds their validity.

RECEIVED
ENGINEER

Claim No. 4 is the same one presented to us on February 6, 1961 and is for standby time on idle equipment. This matter has been carefully reviewed by the undersigned and it is my opinion that there is no liability on the part of the State to pay for idle equipment under the conditions that exist in this case.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ab

cc: W. C. Williams
Forrest Cooper
Tom Edwards

RECEIVED
JUL 18 1961

FOR FILING

5300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1961

SUBJECT: Contract 5300
Glover-Perry Section
Old Oregon Trail Highway

To: Mr. Tom Edwards
Construction Engineer
Office

I have for reply your letter of June 26, 1961, with respect to the claim presented by Morrison-Knudsen Company, Inc. in the sum of $42,493.44 for "idle equipment" time. The "idle equipment" time, so I am informed, was caused by a slide which was not anticipated by either the contractor or the State, and that by reason of the slide it was necessary for the Salt Lake Pipeline Company to relocate a portion of their pipeline around the slide area. This relocation work also contributed to the delay.

I have fully reviewed the Special Provisions and the Standard Specifications for the above-contract and, notwithstanding the claimant's ingenious interpretation of the term "work", I am unable to find any justification in the contract which would permit us to pay for "idle equipment" time. For your information, I believe the matter is covered in the Standard Specifications, Section 1.8.5, which permits the engineer to suspend work wholly or in part for such period or periods as he may deem necessary. Neither under this section nor any other section has the Highway Department agreed to pay for such "idle time" as involved herein. There was no failure on the part of the State to provide right of way or any other of its obligations. Likewise, the Commission committed no act which could or would cause such a delay to a contractor.

When you reply to the contractor's letter I would suggest that, rather than argue all of the points and issues which he submits, you merely explain to him that the matter has been carefully reviewed by the Chief Counsel and that he finds no liability on the part of the State to pay the claim for "idle equipment."

I am returning herewith the nine page letter and computations of the contractor which you forwarded to me in your letter of June 26.

L. I. LINDAS
Chief Counsel

FCMcK:ks
enc.

cc: Forrest Cooper
Rod Porter

NOTED
FORREST COOPER

RECEIVED
JUL 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1961

FOR FILING

5300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 10, 1961

To: Mr. R. L. Porter
Office Engineer
Office

SUBJECT: Contract 5300
Glover-Perry Section
Old Oregon Trail Highway

Please find attached hereto a copy of my letter to Mr. Tom Edwards concerning a contractor's claim for "idle equipment" time in the above-contract. The delay was caused by a slide, as well as the relocation of the Salt Lake pipeline which became necessary following the slide.

It is my understanding that you are presently redrafting the Standard Specifications and it might be well to consider placing a new clause in the specifications providing that in the event of slides or other unforeseen delays our engineer could stop work for as long as necessary to make the slide correction or other required work, and that the contractor understands and agrees that there will be no reimbursement for "idle equipment or labor" time during this period of delay.

L. I. LINDAS
Chief Counsel

FCMcK:ks
attach.

cc: Forrest Cooper
Tom Edwards

NOTED
FORREST COOPER

RECEIVED
JUL 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
FORREST COOPER

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

M. E. BURNS
VICE PRESIDENT

June 19, 1961

REFERRED TO
Cooper
By State Highway Engineer

REGISTERED - RETURN RECEIPT REQUESTED

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Dear Sir:

Re: Contract No. 5300, Grading and Oiling,
Glover-Perry Section, Old Oregon Trail
Highway

By letter dated April 26, 1961, the final estimate voucher (No. 25) for subject contract was transmitted to us for signature. In accordance with provisions contained in the ADDITIONAL SPECIAL PROVISIONS, FEDERAL-AID INTERSTATE HIGHWAY PROJECTS, on Page 5 under the heading "Claims of Error or Omission in Final Estimate," we are herewith submitting an itemized statement of all claims for additional compensation earned under the contract.

These include the following:

(1)	Request for payment for extra costs involved in re-excavating to revised slopes for the specified river channel change - - - - - - - - - - - - - - - - - -	$ 6,829.69

The original contract plans (Sheets 13 and 14) show excavation to be performed between approximately stations 752+50 and 766+00 for relocation of the river channel. The Special Provisions of the contract, at Page 5, requires that such work "shall be performed to the lines, grades and cross-sections established by the engineer." The excavation here involved was originally staked by the Engineer for cutting the channel to 1/4 to 1 side slopes. After excavation had been completed to the slopes for which the channel had been staked, slides developed along the right bank of the channel that necessitated re-entering the cut and re-excavating the channel to flatter slopes as re-staked by the Engineer.

The additional work here involved clearly falls within the purview of Paragraph 1.4.2 of the Standard Specifications. The paragraph here referred to provides that where additional work becomes necessary, and contract unit prices are not applicable to such added work, payment will be made as provided in Article 1.4.6. Obviously, the excavation involved in flattening the slope of a cut that had been previously excavated is more expensive to perform than the mass excavation upon which the contract unit prices were based where the excavation was carried to the slopes originally staked. Therefore, contract unit prices are not here applicable. A detailed statement of the extra costs involved in performing this additional work is provided in Exhibit 1 attached hereto.

(2) Request for payment for extra costs involved in re-excavating to revised slopes the cut required for the Perry interchange. - - - - - - - - - - - - - - - - - - - $ 4,569.19

The justification for this claim is essentially the same as presented above in connection with Claim No. 1. Because of the instability of cut slopes that became apparent after excavation had been completed to the slopes originally staked by the Engineer, it became necessary to flatten the slopes between approximately stations 637+00 to 640+00 and 644+00 to 648+00, as measured along the "G" line. The additional excavation here involved in flattening the slopes to achieve the desired stability has been estimated to be 10,088 cubic yards.

As in the case of the additional excavation that is the subject of Claim No. 1, the additional work here involved was more expensive to perform than the work upon which the contract unit prices had been based, and, therefore, the contract unit prices are not here applicable, and payment is to be made in conformity with the provisions of Articles 1.4.2 and 1.4.6. An itemized statement of the extra costs here involved is furnished in Exhibit 2 attached.

(3) Request for payment for extra costs involved in re-excavating to revised slopes the cut between stations 611+50 and 613+50 ("A" and "L" lines). $ 606.49

This claim is the same in every respect as Claims Nos. 1 and 2 except for the location of the added work. The additional excavation here involved in flattening the slopes from those originally staked to achieve the necessary stability has been computed to be 3,434 cubic yards. An itemized statement of the extra costs here involved is attached hereto as Exhibit 3.

(4) Request for payment for additional work not heretofore compensated arising from the slide that occurred at approximately station 520. $ 42,493.44

The amount of this claim was itemized in our letter of February 6, 1961 addressed to the Resident Engineer. A copy of the cost detail previously furnished with the above referenced letter is attached hereto as Exhibit 4 for your information.

We have received a letter dated May 2, 1961 signed by the Deputy State Highway Engineer denying this request. The brevity of the denial, along with the grounds stated therein as the basis for the denial, indicates that your office may not have had full knowledge of all of the facts pertinent to the case, nor a complete understanding of the principles involved. Therefore, we are here restating in full our claim for additional payment with the request that you reconsider the decision set forth in the above referenced letter of May 2, 1961 from the Deputy State Highway Engineer.

The circumstances that gave rise to this claim began with the occurrence of a slide in the west-bound highway embankment on June 17, 1959 at about station 520. Because this slide condition endangered a section of the Salt Lake Pipe Line that paralleled the toe of the highway fill at this point, we were directed by the Resident Engineer to suspend all further operations in this area. A chronology of events that occurred subsequent to the date of the slide, and preceding the date that we were permitted to resume operations, follows:

June 17, 1959 - Crack appeared in embankment at about station 520. Indications of movement at toe of fill.

June 18, 1959 - Slide occurred with section of completed embankment dropping about 2 feet.

June 18, 1959 - Resident Engineer ordered highway construction work suspended in area of slide.

June 18, 1959 - Resident Engineer ordered that watchman be posted at the site on 24-hour basis to observe developments.

June 19, 1959 - Further sliding and cracking observed. State engineers and representatives of Salt Lake Pipe Line Company made inspection of area. State survey crews set control points to check movement of slide.

June 22, 1959 - Flow of water appeared at toe of fill. Further movement and cracking also observed. Meeting at site of slide between State engineers, Mr. A. K. Wickhem of Salt Lake Pipe Line Company, and Contractor's representative. Concensus of opinion was that pipe line should be relocated.

June 23, 1959 - Morrison-Knudsen Company, Inc. submitted an estimate of cost for the clearing and ditch excavation that would be involved in relocating the pipe line.

June 24, 1959 - Morrison-Knudsen Company, Inc. forced to shut down tractor-scraper operations for lack of material until State engineers could work out plan for detours around slide area to provide access to cut and fill sections of east-bound traffic lanes, and to permit work to proceed on removal of materials from existing highway.

June 26, 1959 - State engineers drilling test holes under fill at slide area.

June 29, 1959 - We were advised by Resident Engineer of State's decision to change alignment of west-bound traffic lanes to bypass the slide area. We were told that probably six weeks would be required before approved plans would be available.

July 1, 1959 - Watchman at slide area was discontinued at direction of Resident Engineer.

July 3, 1959 - Bids were asked by the Salt Lake Pipe Line Company for relocation of the pipe-line around the slide area.

July 15, 1959 - Contract awarded to D. B. & S. Construction Company of La Grande for pipe-line relocation work.

July 20, 1959 - Relocation of pipe-line started by D. B. & S. Construction Company.

August 17, 1959 - Pipe-line relocation completed.

August 20, 1959 - Resident Engineer authorized commencement of work on highway realignment around slide area. Work to be performed on force account basis.

August 21, 1959 - Core drill brought to slide area by State for exploratory drilling.

August 24, 1959 - The only work possible at this time was the force account work being performed at the slide area, because of lack of other places to work pending completion of the realignment fill and subsequent rerouting of traffic.

August 28, 1959 - Construction at slide area held up by State's drill crews. Resident Engineer was so informed.

Sept. 8, 1959 - Began work on fill in realignment section. Completion of outside slope at slide area further delayed by drill crews.

Sept. 23, 1959 - Following completion of exploratory drilling by State, force account work resumed in slide area this date.

Sept. 24, 1959 - Force account work on realignment completed this date permitting resumption of operations on contract work.

It should be noted that the contract completion date at the time of the slide was August 19, 1959. Therefore, construction work under our contract was in an advanced stage of completion when the disruption occurred. Consequently, the effect on our operations of the work suspension in the slide area and of the delays occasioned by the necessity for obtaining additional right-of-way for the Salt Lake Pipe Line, relocation of the pipe-line by separate contract, exploratory drilling by the State at the slide area, alteration of plans to meet the changed conditions, and, finally, the reconstruction of the west-bound fill section to bypass the slide area, was much more pronounced and severe than if the contract work had been less far advanced so that equipment could be shifted for effective use in other sections of the highway.

As a consequence of the circumstances above described, equipment spreads required for completion of the project could neither be effectively used until the problem created by the slide condition had been surmounted, nor released from the job for effective and profitable use elsewhere. Therefore, the equipment could, of necessity, only be parked until it could again be put to use to complete the contract work.

This situation resulted in additional expense to us because idle equipment, or even equipment being used at less than its full capacity, is an expense. Equipment ownership expense, as defined by the A.G.C. "Contractor's Equipment Ownership Expense" manual, is a continuing cost that can be recovered only as the equipment is worked. Because of the slide condition and the consequent suspension of operations, our equipment was made idle at the height of the construction season when it should have been producing at full capacity. We have determined the amount of additional expense (expense unrecovered because equipment was non-productive) incurred by us as a result of the factors above described to be $42,493.44. This is the amount of our claim as submitted for approval by our letter of February 6, 1961.

The Deputy State Highway Engineer, in his letter of May 2, 1961, states that our claim "has no merit." This statement ignores specific contract provisions which state that equitable payment will be made under circumstances such as described herein.

We invite your attention first to the expressed intent of the contract as set forth in Article 1.4.1 of the General Provisions:

> "The true intent of the plans and specifications is to provide for the execution and completion in every detail of the project or work described in the applicable special provisions and contract. Except as otherwise specifically provided, the contractor shall ... do all things necessary to perform and to complete, according to the specifications and plans, the work to be done under the contract. This shall be understood to include, in addition to the work specifically called for in the plans and specifications, the performance of such extra, additional, and incidental work as may appear to the engineer to be necessary ...."

Thus, it is clear that the contract contemplated that the work to be performed would be as described by the specifications and as shown on the drawings, except that extra or additional work is also to be performed as may become necessary due to unanticipated circumstances or unforeseen conditions.

Following the statement of the intent of the contract, there are included in the General Provisions of the contract, specific provisions regarding payment to be allowed to the Contractor in the event that unforeseen circumstances or unexpected conditions are brought to light that dictate the necessity for:

(a) Additional work not specified or shown on the plans,

(b) Increasing or decreasing the quantities of work originally planned,

(c) Varying the cross-sections shown by the plans,

(d) Altering any details of construction, and

(e) Performance of extra work not originally included in the contract work and not covered by contract prices.

Certainly, it cannot be denied that the slide condition that developed in June of 1959 at approximate station 520 was unexpected and, hence, could not have been considered in establishing the work specifically called for in the plans and specifications. Nor can it be denied that, because of the unanticipated slide condition, it did become necessary to:

(a) Perform additional work not originally required under the contract,

(b) Increase the quantities of work from those originally indicated,

(c) Vary the cross-sections from those originally shown by the plans, and to

(d) Alter the alignment of the highway in the area of the slide.

Since the work involved under (b), (c), and (d) above was performed, and payment has been made on a force account basis as provided for under Articles 1.9.5 and 1.9.7, such work is not here in contention, and no claim is here made for the cost of such work.

In addition, however, to the work involved in the increased quantities, the variation of cross-sections, and the change in the alignment, additional work was made necessary for which we have not been compensated. It is payment for this additional work that claim is here made.

We have pointed out previously herein and by our letter of February 6, 1961 that, because of the slide condition at station 520, we were directed on June 18, 1959 to suspend operations in the area of the slide, and, for reasons already stated, we were unable to continue with the specified contract work in the eastbound traffic lanes between approximate stations 484+50 and 525+00 until September 24, 1959, some three months after the suspension order. At the time of the slide occurrence, excavation between the stations above mentioned had been completed except for a quantity of select material designated by the engineer for use in embankment construction between stations 515+00 and 525+00. This particular section of the roadway embankment could not be completed because the toe of the fill extended over the old highway from which traffic could not be diverted because of the slide in the west-bound embankment section. The effect of the slide on our operations is thus made clear. Approximately 128,000 cubic yards of excavation and borrow remained to complete the work in this section. Under weather conditions prevailing in June and July, 1959, this quantity of work would have been completed in about three weeks time. Because, however, performance of the work was set back into the latter part of September and October, further time was lost because of the weather then encountered. We have already pointed out that, because of the circumstances described herein, it was necessary to retain on the job sufficient equipment to complete the quantity of work here involved as expeditiously as possible following resumption of work. Because this equipment was not needed elsewhere on the project, it was necessarily idle during much of the three-month period above mentioned. Idle equipment is an expense to the Contractor that is not compensated by any contract price.

The Deputy State Highway Engineer, in his letter of May 2, 1961, has stated that "no provision is made in the Oregon specifications for payment of standby time for idle equipment." This is not a correct statement. Article 1.8.9. of the General Provisions specifically provides for payment to the Contractor for idle time. Admittedly, this provision is for delays occasioned by failure of the State to acquire rights-of-way. However, whether the delay that necessitated the idle time was due to failure to acquire rights-of-way or other cause seems immaterial to us. If idle time is acknowledged as an added expense in one instance, it must likewise be recognized as an added expense in other instances where performance of the work is necessarily delayed or suspended for causes recompensable under the contract. However, this point need not be argued because there are also other provisions in the contract that likewise provide for payment to the Contractor for standby time for idle equipment.

We refer specifically to Article 1.4.2. of the General Provisions wherein it is provided that, if work becomes necessary which is in addition to that originally required under the contract and if contract unit prices are not applicable to such additional work, "payment will be made as hereinafter provided in Article 1.4.6." Article 1.4.6. provides that payment is to be made "at stipulated unit prices or stipulated lump sum prices," or "on the force account or cost plus basis."

It has not been, nor can it be, denied that, for reasons already stated, it became necessary to retain equipment on the job for a considerable period longer than would have been necessary under the original contract requirements. This retention of equipment for a longer period of time than necessary for completion of the work called for by the plans and quantity estimates is equivalent to and, in fact, constitutes the performance of additional work for which additional payment is to be allowed in conformity with the provisions of Article 1.4.2.

To avoid any question being raised as to the correctness of the statement immediately preceding this, we refer you to Article 1.1.1. (Page 6 of Standard

Specifications) where "work" is defined to include:

> " ... the furnishing of all labor, materials, equipment, and other incidentals necessary or convenient to the successful completion of the project ... and the carrying out of all the duties and obligations imposed by the contract." (emphasis added)

This contract definition of the term "work" can leave no doubt that the furnishing of equipment is "work," or that the carrying out of instructions or orders given by the Engineer is also to be considered "work." Therefore, since we were required to furnish equipment for a longer period of time than was necessary for completion of the original contract, we were, in fact, required to perform "additional work." Likewise, in complying with the instructions given by the Engineer to correct the situation created by the slide, again we were required to perform "additional work."

In denying our request for additional payment, the Deputy State Highway Engineer seems to be relying, in part, on Article 1.9.6. of the General Provisions. Such reliance is misplaced for two very sound reasons. First, we wish to point out that only changes ordered under Articles 1.4.3. and 1.4.5. are, by the specific language of the contract, subject to the provisions of Article 1.9.6. Therefore, Article 1.9.6. is not applicable in this instance where additional work was necessary such as is contemplated by Article 1.4.2. If it had been intended that Article 1.9.6. be applicable to all provisions covering additional, extra, or changed work, then Articles 1.4.3. and 1.4.5. would not have been singled out for specifically including the provision that allowances made thereunder were subject to the further provisions of Article 1.9.6.

Secondly, we point out that Article 1.9.6. specifically limits the requirement for written notice to the engineer to instances where the Contractor believes he is entitled to compensation "additional to that which he will receive at the prices and on the basis of payment specifically set forth in the contract ...." We are, in this particular instance,requesting payment under the provisions of Article 1.4.2. This Article provides that, where contract prices are not applicable, "payment will be made as hereinafter provided in Article 1.4.6." Article 1.4.6. provides that payment is to be made at stipulated prices or on a cost plus basis. Therefore, the basis of payment is specifically set forth, and no amount additional thereto is being requested. For this reason, the provisions of Article 1.9.6. are not here applicable. For the same reason, the provisions of Article 1.9.6. are not applicable to Article 1.4.6., where the basis for payment is again specifically set forth.

Furthermore, the circumstances attending this request for payment for additional work, the slide condition, the necessity for partial suspension of the contract work, the forced idleness of our equipment, are all facts of which your representatives have been fully cognizant from the inception of the conditions that gave rise thereto. Your representatives have also been fully aware of the fact that idle equipment is an expense to the Contractor. This fact is recognized in the contract, under Article 1.8.9., where "actual loss" to the Contractor by reason of delays is specifically stated to include the cost of idle time. Since the State, through its representatives, has constantly and continuously from the beginning had full knowledge of all facts pertinent to this request, including the fact that the Contractor was sustaining extra costs by reason of its idle equipment, there was no necessity for giving further notice to the State.

In conclusion, we have described herein four instances in which we have been required to perform additional work such as is contemplated and provided for by Article 1.4.2. of the General Provisions of the contract. We have shown that the additional work so required was such that contract prices were not applicable thereto and, therefore, payment is to be allowed in the manner provided by Article 1.4.6. The total amount requested in payment for the additional work involved under these four items is $54,498.81. We respectfully request that the final estimate and voucher be revised to include this additional amount.

If, after reviewing this presentation and your own records pertinent to these matters, you still have any questions or doubts as to the validity of our request, we will be very happy to discuss such questions with you at your convenience.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

M. E. Burns.

M. E. Burns

MEB:DWL:hvb
Attachments

RECEIVED
JUN 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-3 OPERATION OREGON STATE HIGHWAY IT NO. SHEET ___ OF ___ PAGE ___

CONTRACT No. 5302- GLOVER-PERRY SECTION, JOB

QUANTITY OLD OREGON TRAIL ~~HI~~ HIGHWAY. CK'D BY DATE 6/15/61

SUMMARY OF CLAIMS -

1- Additional work involved in flattening slopes at previously completed river channel change excavation	$ 6829.69
2- Additional work involved in flattening slope of previously completed cuts at stations 637 - 640 and 644 - 648 (℄ Line)	4569.19
3- Additional work involved in flattening slope of previously completed cut at stations 611+50 - 613+50 (A Line)	606.49
4- Additional work not heretofore compensated arising from the slide at approximate station 520	42,449.44
TOTAL ADDITIONAL PAYMENT REQUESTED	$ 54,498.81

EXHIBIT 1

FORM E-3 OPERATION CLAIM No. 1 ITEM NO. SHEET ___ OF ___ PAGE

ITEMIZED COST STATEMENT JOB OREGON STATE HIGHWAY CONTRACT NO. 5905

QUANTITY UNIT EST. BY CK'D BY DATE 6/14/61

EXTRA COSTS INVOLVED IN RE-EXCAVATING PREVIOUSLY COMPLETED SLOPES TO REVISED CUT STAKES FOR RIVER CHANNEL CHANGE BETWEEN APPROXIMATE STATIONS 752+00 AND 766+00.

Originally staked and excavated to 1/2:1 Slopes. After excavation completed as originally staked, slides developed along right bank that necessitated flattening slopes for stability. Slope restaked and re-excavated to 3/4:1 Slope.

Actual total cost, including allowance for overhead & profit, per attached detail of expense -

For pioneering revised cut	$ 1952.07
For excavating to revised slope	11,244.28
Total Cost of Added Work	$ 13,196.35
Less amount paid under Contract Item No. 4 - 10,977 Cu.Yds @ $0.58 =	6366.66
ADDITIONAL PAYMENT HERE REQUESTED	$ 6829.69

BOISE, IDAHO November 1958

Oregon State Highway Department

Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling

IN ACCOUNT WITH

Invoice No. 1994-1

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Re-Pioneering Slope on Channel Change, Station 758 ✓

11-13	1 D-8 Tractor w/Dozer	12 hours @	$ 14.85 hr.	$ 178.20	
	1 Pickup Truck	6 hours @	1.50 hr.	9.00	$ 187.20
	2 Excavation Foreman	6 hours @	3.60 hr.	21.60	
	2 Tractor Operators	12 hours @	3.35 hr.	40.20	
	Employee Health & Welfare	18 hours @	.10 hr.	1.80	
	Payroll taxes & Ins. @ .07734 on $ 61.80			4.78	68.38
	Add 15% on $ 255.58				38.34
					$ 293.92
11-14	1 D-8 Tractor w/Dozer	9 hours @	14.85 hr.	133.65	
	1 Pickup Truck	5 hours @	1.50 hr.	7.50	141.15
	2 Excavation Foreman	5 hours @	3.60 hr.	18.00	
	2 Tractor Operators	9 hours @	3.35 hr.	30.15	
	Employee Health & Welfare	14 hours @	.10 hr.	1.40	
	Payroll Taxes & Ins. @ .07734 on $ 48.15			3.72	53.27
	Add 15% on $ 194.42				29.16
					$ 223.58
11-17	1 D-8 Tractor w/Dozer	12 hours @	14.85 hr.	178.20	
	1 D-9 Tractor w/Dozer	12 hours @	18.60 hr.	223.20	
	1 Ateco Ripper	12 hours @	7.00 hr.	84.00	
	1 Pickup Truck	10 hours @	1.50 hr.	15.00	500.40
	2 Excavation Foreman	10 hours @	3.60 hr.	36.00	
	4 Tractor Operators	24 hours @	3.35 hr.	80.40	
	Employee Health & Welfare	34 hours @	.10 hr.	3.40	
	Payroll Taxes & Ins. @ .07734 on $ 116.40			9.00	128.80
	Add 15% on $ 629.20				94.38
					$ 723.58
11-18	1 D-8 Tractor w/Dozer	12 hours @	14.85 hr.	178.20	
	1 D-9 Tractor w/Dozer	12 hours @	18.60 hr.	223.20	
	1 Ateco Ripper	12 hours @	7.00 hr.	84.00	
	1 Pickup Truck	8 hours @	1.50 hr.	12.00	497.40
	2 Excavation Foreman	8 hours @	3.60 hr.	28.80	
	4 Tractor Operators	24 hours @	3.35 hr.	80.40	
	Employee Health & Welfare	32 hours @	.10 hr.	3.20	
	Payroll Taxes & Ins. @ .07734 on $ 109.20			8.45	120.85
	Add 15% on $ 618.25				92.74
					$ 710.99
	Total				$ 1,952.07

BOISE, IDAHO November 1958

Oregon State Highway Department

Salem, Oregon

IN ACCOUNT WITH

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-2

MORRISON-KNUDSEN CO., INC.

GENERAL CONTRACTORS

Page 1 of 2

Excavating Re-Slope on Channel Change, Station 758 ℄

11-19	1 D-8 Tractor w/Dozer	16 hours @	$ 14.85 hr.	$ 237.60	
	1 D-8 Tractor w/Scraper	16 hours @	20.05 hr.	320.80	
	2 Light Plants, 1500 W	8 hours @	.80 hr.	6.40	
	1 Pickup Truck	16 hours @	1.50 hr.	24.00	$ 588.80
	2 Excavation Foreman	14 hours @	3.60 hr.	50.40	
	4 Tractor Operators	32 hours @	3.35 hr.	107.20	
	Employee Health & Welfare	46 hours @	.10 hr.	4.60	
	Payroll Taxes & Ins. @ .07734 on $ 157.60			12.19	174.39
	Add 15% on $ 763.19				114.48
					$ 877.67
11-20	1 D-8 Tractor w/Dozer	16 hours @	14.85 hr.	237.60	
	1 D-8 Tractor w/Scraper	16 hours @	20.05 hr.	320.80	
	2 Light Plants 1500 W	8 hours @	.80 hr.	6.40	
	1 Pickup Truck	14 hours @	1.50 hr.	21.00	585.80
	2 Excavation Foreman	14 hours @	3.60 hr.	50.40	
	4 Tractor Operators	32 hours @	3.35 hr.	107.20	
	Employee Health & Welfare	46 hours @	.10 hr.	4.60	
	Payroll Taxes & Ins. @ .-7734 on $ 157.60			12.19	174.39
	Add 15 % on $ 760.19				114.03
					$ 874.22
11-21	1 D-9 Tractor w/Dozer	16 hours @	18.60 hr.	297.60	
	3 DW-21 Tractors w/Scrapers	45 hours @	22.00 hr.	990.00	
	1 Ateco Ripper	8 hours @	7.00 hr.	56.00	
	2 Light Plants 1500 W	10 hours @	.80 hr.	8.00	
	1 Pickup Truck	16 hours @	1.50 hr.	24.00	1375.60
	2 Excavation Foreman	16 hours @	3.60 hr.	57.60	
	2 Tractor Operators	16 hours @	3.35 hr.	53.60	
	6 DW-21 Operators	48 hours @	3.45 hr.	165.60	
	Employee Health & Welfare	80 hours @	.10 hr.	8.00	
	Payroll Taxes & Ins. @ .07734 on $ 276.80			21.41	306.21
	Add 15% on $ 1681.81				252.27
					$ 1934.08
11-24	1 D-9 Tractor w/Dozer	16 hours @	18.60 hr.	297.60	
	4 DW-21 Tractors w/Scrapers	64 hours @	22.00 hr.	1408.00	
	1 Ateco Ripper	16 hours @	7.00 hr.	112.00	
	2 Light Plants 1500 W	10 hours @	.80 hr.	8.00	
	1 Pickup Truck	16 hours @	1.50 hr.	24.00	1849.60
	2 Excavation Foreman	16 hours @	3.60 hr.	57.60	
	2 Tractor Operators	16 hours @	3.35 hr.	53.60	
	8 DW-21 Operators	64 hours @	3.45 hr.	220.80	
	Employee Health & Welfare	96 hours @	.10 hr.	9.60	
	Payroll Taxes & Ins. @ .07734 on $ 332.00			25.68	367.28
	Add 15 % on $ 2216.88				332.53
					$ 2549.41

BOISE, IDAHO November 1958

Oregon State Highway Department
Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-2

IN ACCOUNT WITH

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Page 2 of 2

Excavating Re-Slope on Channel Change, Station 758 ≠

11-25	1 D-9 Tractor w/Dozer	16 hours @	$ 18.60 hr.	$ 297.60	
	4 DW-21 Tractors w/Scrapers	64 hours @	22.00 hr.	1408.00	
	1 Ateco Ripper	16 hours @	7.00 hr.	112.00	
	2 Light Plants 1500 W	10 hours @	.80 hr.	8.00	
	1 Pickup Truck	16 hours @	1.50 hr.	24.00	$ 1849.60
	2 Excavation Foreman	16 hours @	3.60 hr.	57.60	
	2 Tractor Operators	16 hours @	3.35 hr.	53.60	
	8 DW-21 Operators	64 hours @	3.45 hr.	220.80	
	Employee Health & Welfare	96 hours @	.10 hr.	9.60	
	Payroll Taxes & Ins. @ .07734 on $ 332.00			25.68	367.28
	Add 15 % on $ 2216.88				332.53
					$ 2549.41
11-26	1 D-9 Tractor w/Dozer	8 hours @	18.60 hr.	148.80	
	2 DW-21 Tractors w/Scrapers	32 hours @	22.00 hr.	704.00	
	1 Ateco Ripper	8 hours @	7.00 hr.	56.00	
	1 Pickup Truck	8 hours @	1.50 hr.	12.00	920.80
	1 Excavation Foreman	8 hours @	3.60 hr.	28.80	
	1 Tractor Operator	8 hours @	3.35 hr.	26.80	
	4 DW-21 Operators	32 hours @	3.45 hr.	110.40	
	Employee Health & Welfare	48 hours @	.10 hr.	4.80	
	Payroll Taxes & Ins. @ .07734 on $ 166.00			12.84	183.64
	Add 15 % on $ 1104.44				165.67
					$ 1270.11
11-28	1 D-8 Tractor w/Scraper	6 hours @	20.05 hr.	120.30	
	2 Light Plants 1500 W	4 hours @	.80 hr.	3.20	
	1 Pickup Truck	2 hours @	1.50 hr.	3.00	126.50
	1 Excavation Foreman	2 hours @	3.60 hr.	7.20	
	1 Tractor Operator	6 hours @	3.35 hr.	20.10	
	Employee Health & Welfare	8 hours @	.10 hr.	.80	
	Payroll Taxes & Ins. @ .07734 on $ 27.30			2.11	30.21
	Add 15 % on $ 156.71				23.51
					$ 180.22
7-20-59	Final Cleanup				
	1 D-8 Tractor w/Dozer	8 hours @	16.35 hr.	130.80	
	1 2½ cy Power Shovel	8 hours @	25.65 hr.	205.20	
	2 DW-21 w/Athey Wagons	16 hours @	24.20 hr.	387.20	723.20
	1 Tractor Operator	8 hours @	3.60 hr.	28.80	
	1 Shovel Operator	8 hours @	3.78 hr.	30.24	
	1 Oiler	8 hours @	3.02 hr.	24.16	
	2 DW-21 Operators	16 hours @	3.50 hr.	56.00	
	Employee Health & Welfare	40 hours @	.10 hr.	4.00	
	Payroll Taxes & Ins. @ .07996 on $ 139.20			11.13	154.33
	Add 15 % on $ 877.53				131.63
					$ 1009.16
	Total Pages 1 and 2				$ 11,244.28

EXHIBIT 3

FORM E-3 OPERATION CLAIM No 3 ITEM NO. SHEET ___ OF ___ PAGE ___

ITEMIZED COST STATEMENT JOB OREGON STATE HIGHWAY CONTRACT No [illegible]

QUANTITY UNIT EST. BY CK'D BY DATE [illegible]

EXTRA COSTS INVOLVED IN RE-EXCAVATING PREVIOUSLY COMPLETED SLOPES TO REVISED CUT STAKES BETWEEN STATIONS 611+50 AND 613+50.

Actual total cost, including allowance for overhead and profit, per attached detail of expenses.	$ 3598.21
Less revenue already received under Contract Item 4: 3434 Cu. Yds. @ $0.58	(1991.72)
ADDITIONAL PAYMENT HERE REQUESTED	$ 606.49

BOISE, IDAHO May 1959

Oregon State Highway Department

Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994- 4

IN ACCOUNT WITH

MORRISON-KNUDSEN CO., INC.

GENERAL CONTRACTORS

"A" Line to "L" Line Slope Change. Station 611 + 50 to 613 + 50.

5-21	1 D-8 Tractor w/Dozer	9 hours @ $	16.35 hr.	$ 147.15	$ 147.15
	1 Tractor Operator	8 hours @	3.60 hr.	28.80	
		1 hours @	5.40 hr.	5.40	
	Employee Health & Welfare	9 hours @	.10 hr.	.90	
	Pyroll Taxes & Ins. @ .07996 on $ 34.20			2.73	37.83
	Add 15 % on $ 184.98				27.75
					$ 212.73
5-22	1 D-8 Tractor w/Dozer	9 hours @	16.35 hr.	147.15	
	2 D-8 Tractors w/Scrapers	18 hours @	22.05 hr.	396.90	
	3 Tractor Operators	24 hours @	3.60 hr.	86.40	544.05
		3 hours @	5.40 hr.	16.20	
	Employee Health & Welfare	27 hours @	.10 hr.	2.70	
	Payroll Taxes & Ins. @ .07996 on $ 102.60			8.20	113.50
	Add 15 % on $ 657.55				98.63
					$ 756.18
5-25	1 D-8 Tractor w/Dozer	9 hours @	16.35 hr.	147.15	
	2 D-8 Tractors w/Scrapers	18 hours @	22.05 hr.	396.90	
	3 Tractor Operators	24 hours @	3.60 hr.	86.40	544.05
		3 hours @	5.40 hr.	16.20	
	Employee Health & Welfare	27 hours @	.10 hr.	2.70	
	Payroll Taxes & Ins. @ .07996 on $ 102.60			8.20	113.50
	Add 15 % on $ 657.55				98.63
					$ 756.18
5-26	1 D-8 Tractor w/Dozer	9 hours @	16.35 hr.	147.15	
	2 D-8 Tractors w/Scrapers	18 hours @	22.05 hr.	396.90	
	3 Tractor Operators	24 hours @	3.60 hr.	86.40	544.05
		3 hours @	5.40 hr.	16.20	
	Employee Health & Welfare	27 hours @	.10 hr.	2.70	
	Payroll Taxes & Ins. @ .07996 on $ 102.60			8.20	113.50
	Add 15 % on $ 657.55				98.63
					$ 756.18
5-27	1 D-8 Tractor w/Dozer	5 Hours @	16.35 hr.	81.75	81.75
	1 Tractor Operator	5 hours @	3.60 hr.	18.00	
	Employee Health & Welfare	5 hours @	.10 hr.	.50	
	Payroll Taxes & Ins. @ .07996 on $ 18.00			1.44	19.94
	Add 15 % on $ 101.69				15.25
					$ 116.94
	Total				$ 2598.21

[illegible] FORM NO. S. A.-106 REV.

Exhibit 4

INVOICE

MORRISON-KNUDSEN COMPANY, INC.

CONTRACTORS AND ENGINEERS

SOLD TO Oregon State Highway Department
P. O. Box 906
La Grande, Oregon

Attn: Mr. J. C. Hiatt, Resident Engineer

MAKE PAYMENT TO:
ADDRESS Morrison-Knudsen Company, Inc.
CITY & STATE P. O. Box 450, Boise, Idaho

DATE OF INVOICE	ENTERED IN	YOUR ORDER NO.	INVOICE REFERENCE	INVOICE NO.

Rental on Idle Equipment as per attached detail	$ 36,950.82
Percentage Allowance per pamphlet on Rental Rates 15%	5,542.62
TOTAL INVOICE	$ 42,493.44

C O P Y

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Contract: FA1-82-6(12)247

M-K NO.	EQUIPMENT -- DESCRIPTION	* OPERATED RATE	** IDLE TIME RATE
	Tractors and Related Equipment		
1490	Tractor - Caterpillar D-9 with Onan 20 C.Y. Screen		
1493	Tractor D-9 - 18A - 260 HP, Direct Drive	$ 19.35	
1494	Scraper - Caterpillar 491 - 27 C.Y.	10.45	
		29.80	$ 14.90
1491	Tractor - Caterpillar D-9 W/Dozer		
1492	Tractor D-8 - 14A - 155 HP, Direct Drive	22.70	11.35
1524	Straight Dozer	(Inc Above)	
1173	Tractor - Caterpillar D-8 W/Dozer		
1495	Tractor D-8 - 14A - 155 HP, Direct Drive	16.35	8.17
1496	Straight Dozer	(Inc Above)	
	Tractors, 2-Wheel with Scraper or Wagon		
1397 1399	Caterpillar DW-21 -- 300 HP W/Athey Wagon	24.20	12.10
643 645	Caterpillar DW-21 -- 300 HP W/Scraper	24.20	12.10
	Other Equipment		
117	Michigan Loader -- 4-Wheel Drive - 2-3/4 C.Y.	13.25	6.67
53	Roller, Buffalo-Springfield 3-Wheel - Over 13 Ton	8.70	4.35
62	Roller, Buffalo-Springfield 3-Axle Tandem - Over 13 Ton	8.70	4.35
465	Shovel, Northwest 80-D -- 2-1/2 C.Y.	25.65	12.82
1468	Case Tractor W/Backhoe -- 65 HP	8.05	4.02
282	Motor Grader, Caterpillar #12 -- 25,000#	11.00	5.50

* Rates taken from rental rates for equipment (without operators) used on force account work January 1, 1959 to December 31, 1959.

** Idle time rate equals one-half of above noted rates.

EQUIPMENT RENTAL

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Month: June 1959
Contract: FAI-82-6(12)247

ITEM NO.	EQUIPMENT	M-S NO.	June	24	25	26	29	30	Hours
1	Michigan Loader 2-3/4 Yd 4-Wh DR	117		8	8	8			24
2	D-9 Tractor W/Scraper over 20 C.Y.	1494		8	8	8	8	8	40
3	D-9 Tractor W/Scraper over 20 C.Y.	1493			8	8	8	8	32
4	D-9 Tractor W/Scraper over 20 C.Y.	1490		5	8	8	8	8	37
5	Roller, Buffalo-Springfield over 13-T	62		8	8	8	8	8	40
6	Roller, Buffalo-Springfield over 13-T	53		8	8	8			24

EQUIPMENT RENTAL

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Month: July 1959
Contract: FA1-32-6-(12)247

ITEM NO.	EQUIPMENT	H-K NO.	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	Hours
4	D-9 Tractor W/Scraper	1490	8	8	8		8		5		8	8	8	8	8		4	8		8	8					105
3	D-9 Tractor W/Scraper	1493	8	8	8		8		5	8	8	8	8	8	8		8	8	8	8	8	8				133
2	D-9 Tractor W/Scraper	1494	8	8	8	8	8	8	8	8								8	8	8	8		8	8		112
5	Roller, Buffalo-Springfield	62	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	2		3	4	6		2	145

EQUIPMENT RENTAL

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Month: August 1959
Contract: FAI-82-6(12)247

ITEM NO.	EQUIPMENT	M-K NO.	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	Hours
7	NW 80D Shovel	465													8	8	8	5	8	8	8	8	8	69
8	Cat 12 Grader	282																8	8	8	8	8	8	48
1	Michigan Loader	117															8	8	8	7-1/2		8	8	47-1/2
9	Case Tractor W/Backhoe	1436	8	8	8	8	8			8		8	8	8	8	8	8	8	8			8	8	128
5	Roller, Buffalo-Springfield	62									8	8	8	8	8	8	8	8	8	8	8	8	8	104
6	Roller, Buffalo-Springfield	53										8				8	8	8	8	8	8	8	8	72
4	D-9 Tractor W/Scraper	1490	6	8	8	8	8	8	8	8	8	8	8	8			8	8			8		5	123
3	D-9 Tractor W/Scraper	1493																					5	5
2	D-9 Tractor W/Scraper	1494	8	8	8	8	8	8	8	8	8	8	8	8			8	8				2-1/2	8	122-1/2
10	D-8 Tractor W/Dozer	1173	8	8					8	8	8													40
11	D-8 Tractor W/Dozer	1495	8															8	8	7	8	8		47
12	D-9 Tractor W/Dozer	1524																	8	8	7	8	2	33
13	D-9 Tractor W/Dozer	1492		8	8	8		8	8				8	8	8	8	8	8	3	8	8	8	8	123
14	D-9 Tractor W/Dozer	1491		8			8	8	8	8	8	8	8	8										72
15	DW-21 Tractor W/Athey Wagon	1397													8	8	8	8	8	8	8	8	8	72
16	DW-21 Tractor W/Athey Wagon	1399													8	8	8	8	8	8	8	8	8	72
17	DW-21 Tractor W/Scraper	645																8	8	8	8	8	8	48
18	DW-21 Tractor W/Scraper	643													8	8	8	8	8	8	8	8	8	72

EQUIPMENT RENTAL

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Month: September 1959
Contract: FA1-32-6(12)247

ITEM NO.	EQUIPMENT --	M-K NO.	1	2	3	4	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	Hours
7	NW 80 Shovel	465	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	168
8	Cat 12 Grader	202	8	8	8	8	8	8	8	8	8	8	8	8	6	8	8	8	8	4		8	8	154
1	Michigan Loader	117	8	8	2		8	8	8	8	8	8	8	8		8	8				8		8	114
6	Roller, Buffalo-Springfield	53	8	8	8	8	8	8	8	8	8	8	8			8	8	8				8	4	124
5	Roller, Buffalo-Springfield	62	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6		8	8	8	8	158
4	D-9 Tractor W/Scraper	1490	8	8	8	8									4	8	8			8			8	68
3	D-9 Tractor W/Scraper	1493	5	1	8	8									8	8	8	4	8	8	8	8		82
2	D-9 Tractor W/Scraper	1494		5	8	8										8	8		8	8				53
11	D-8 Tractor W/Dozer	1495														8		6-1/2		8				22-1/2
19	D-8 Tractor W/Dozer	1496		7	8	4													8		8	8	8	51
14	D-9 Tractor W/Dozer	1491				8										8	8	8	8					40
13	D-9 Tractor W/Dozer	1492	8	8	2		8	8	6		6	8	8	8		8								78
12	D-9 Tractor W/Dozer	1524		8	8	8										8	8	8						48
15	DW-21 Tractor W/Athey Wagon	1397	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		8	8	8	8	8	160
16	DW-21 Tractor W/Athey Wagon	1399	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	168
17	DW-21 Tractor W/Scraper	645	8	8	8	8										8	8	8	8					64
18	DW-21 Tractor W/Scraper	643	8	8	8	8										8	8	8	8					64

.6

ITEM NO.	EQUIPMENT	M-K NO.	HOURS - IDLE TIME PER MONTH JUNE	JULY	AUGUST	SEPTEMBER	IDLE HOURS TOTAL	IDLE TIME RATE	AMOUNT
1	Michigan Loader	117	24	--	47-1/2	114	165-1/2	$ 6.67	$ 1,237.29
2	D-9 Tractor W/Scraper	1494	40	112	122-1/2	53	327-1/2	14.90	4,879.75
3	D-9 Tractor W/Scraper	1493	32	133	5	82	252	14.90	3,754.80
4	D-9 Tractor W/Scraper	1490	37	105	123	68	333	14.90	4,961.70
5	Roller, Buffalo-Springfield	62	40	145	104	158	447	4.35	1,944.45
6	Roller, Buffalo-Springfield	53	24	--	72	124	220	4.35	957.00
7	NW 80 Shovel	465	--	--	69	168	237	12.82	3,038.34
8	Cat 12 Grader	282	--	--	48	154	202	5.50	1,111.00
9	Case Tractor W/Backhoe	1486	--	--	128	--	128	4.02	514.56
10	D-8 Tractor W/Dozer	1173	--	--	40	--	40	8.17	326.80
11	D-8 Tractor W/Dozer	1495	--	--	47	22-1/2	69-1/2	8.17	567.81
12	D-9 Tractor W/Dozer	1524	--	--	33	48	81	11.35	919.35
13	D-9 Tractor W/Dozer	1492	--	--	128	78	206	11.35	2,338.10
14	D-9 Tractor W/Dozer	1491	--	--	72	40	112	11.35	1,271.20
15	DW-21 Tractor W/Athey Wagon	1397	--	--	72	160	232	12.10	2,807.20
16	DW-21 Tractor W/Athey Wagon	1399	--	--	72	168	240	12.10	2,904.00
17	DW-21 Tractor W/Scraper	645	--	--	48	64	112	12.10	1,355.20
18	DW-21 Tractor W/Scraper	643	--	--	72	64	136	12.10	1,645.60
19	D-8 Tractor W/Dozer	1496	--	--	--	51	51	8.17	416.67
							3,611-1/2		$ 36,950.82

EXHIBIT 2

FORM E-5 OPERATION CLAIM No. 2
ITEMIZED COST STATEMENT
QUANTITY UNIT EST. BY

ITEM NO. SHEET OF PAGE
JOB OREGON STATE HIGHWAY CONTRACT No. 5380
CK'D BY DATE 6/14/61

EXTRA COSTS INVOLVED IN RE-EXCAVATING PREVIOUSLY COMPLETED SLOPES TO REVISED CUT STAKES BETWEEN STATIONS 637+00 AND 640+00, AND BETWEEN STATIONS 644+00 AND 648+00 OF THE "G" LINE

Actual total cost, including allowance for overhead and profit per attached detail of expenses	$ 10,420.23
Less revenue already received under Contract Item 4: 10,088 Cu.Yds. @ $0.58 per C.Y. =	(5851.04)
ADDITIONAL PAYMENT HERE REQUESTED	$ 4569.19

BOISE, IDAHO April 1959

Oregon State Highway Department

Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-3

IN ACCOUNT WITH

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Drill & Shoot Slope Change, Station 637 to 640 ≠ .

4-9	2 600 CFM Compressers	13 hours @ $	8.65 hr.	$ 112.45	
	2 4½" Air Tmack Drills	13 hours @	9.35 hr.	121.55	
	1 Pickup Truckm	4 hours @	1.80 hr.	7.20	$ 241.20
	1 Compressor Operator	4 hours @	3.24 hr.	12.96	
	2 Drillers	13 hours @	3.00 hr.	39.00	
	Employee Health & Welfare	17 hours @	.10 hr.	1.70	
	Payroll Taxes & Ins. @ .07996 on $ 51.96			4.15	57.81
	Add 15% on $ 299.01				44.85
					343.86

Drill & Shoot Slope Change, Station 637 to 640 ≠ .

4-10	2 600 CFM Compressors	18 hours @	8.65 hr.	155.70	
	2 4½" Air Track Drills	18 hours @	9.35 hr.	168.30	
	1 Pickup Truck	4½hours @	1.80 hr.	8.10	332.10
	1 Compressor Operator	4½hours @	3.24 hr.	14.58	
	2 Drillers	16 hours @	3.00 hr.	48.00	
		2 hours @	4.50 hr.	9.00	
	Employee Health & Welfare	22½hours @	.10 hr.	2.25	
	Payroll Taxes & Ins. @ .07996 on $ 71.58			5.72	79.55
	Add 15% on $ 411.65				61.75
					473.40

Drill & Shoot Slope Change, Station 637 to 640 ≠ .

4-13	2 600 CFM Compressers	18 hours @	8.65 hr.	155.70	
	2 4½" Air Track Drills	18 hours @	9.35 hr.	168.30	
	1 Pickup Truck	4½hours @	1.80 hr.	8.10	332.10
	1 Compressor Operator	4½hours @	3.24 hr.	14.58	
	2 Drillers	16 hours @	3.00 hr.	48.00	
		2 hours @	4.50 hr.	9.00	
	Employee Health & Welfare	22½hours @	.10 hr.	2.25	
	Payroll Taxes & Ins. @ .07996 on $ 71.58			5.72	79.55
	Add 15 % on $ 411.65				61.75
					473.40

Pioneering Slope Change, Station 637 to 648 ≠ .

4-14	1 D-8 Cat Tractor w/Dozer	9 hours @	27.05 hr.	198.45	198.45
	1 Tractor Operator	8 hours @	3.60 hr.	28.80	
		1 hours @	5.40 hr.	5.40	
	Employee Health & Welfare	9 hours @	.10 hr.	.90	
	Payroll Taxes & Ins. @ .07996 on $ 34.20			2.73	37.83
	Add 15 % on $ 236.28				35.44
					271.72

BOISE, IDAHO April 1959

Oregon State Highway Department

Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-3

IN ACCOUNT WITH

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Drill & Shoot Slope Change, Station 637 to 640 ℄.

4-14	2	600 CFM Compressors	18 hours @	$ 8.65 hr.	$ 155.70	
	2	4½" Air Track Drills	18 hours @	9.35 hr.	168.30	
	1	Flatbed Truck	9 hours @	3.05 hr.	27.45	
	1	Pickup Truck	9 hours @	1.80 hr.	16.20	$ 367.65
	1	Compressor Operator	8 hours @	3.24 hr.	25.92	
			1 hours @	4.86 hr.	4.86	
	2	Drillers	16 hours @	3.00 hr.	48.00	
			2 hours @	4.50 hr.	9.00	
	1	Powder Man	8 hours @	3.00 hr.	24.00	
			1 hours @	4.50 hr.	4.50	
	1	General Laborer	8 hours @	2.65 hr.	21.20	
			1 hours @	3.98 hr.	3.98	
		Employee Health & Welfare	45 hours @	.10 hr.	4.50	
		Payroll Taxes & Ins. @ .07996 on $ 141.46			11.31	157.27
		Add 15 % on $ 524.92				78.73
						603.65
4-15		Drill & Shoot Slope Change, 637 to 640 ℄.				
	1	Flatbed Truck	9 hours @	3.05 hr.	27.45	27.45
	1	Powder Man	8 hours @	3.00 hr.	24.00	
			1 hours @	4.50 hr.	4.50	
	1	General Laborer	8 hours @	2.65 hr.	21.20	
			1 hours @	3.98 hr.	3.98	
		Employee Health & Welfare	18 hours @	.10 hr.	1.80	
		Payroll Taxes & Ins. @ .07996 on $ 53.68			4.29	59.77
		Powder & Caps				1,148.49
		Add 15 % on $ 1,235.71				185.37
						1,421.08
4-16		Slope Change " G " Line, Station 644 to 648 ℄.				
	1	D-8 Cat Tractor w/Dozer	9 hours @	16.35 hr.	147.15	147.15
	1	Tractor Operator	8 hours @	3.60 hr.	28.80	
			1 hours @	5.40 hr.	5.40	
		Employee Health & Welfare	9 hours @	.10 hr.	.90	
		Payroll Taxes & Ins. @ .07996 on $ 34.20			2.73	37.83
		Add 15 % on $ 184.98				27.75
						212.73

BOISE, IDAHO April 1959

Oregon State Highway Department

Salem, Oregon

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-3

IN ACCOUNT WITH

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Re-Slope "A" & "G" Lines, Station 637 to 648 ±.

4-17	1	D-8 Cat Tractor w/Dozer	4	hours @	$ 16.35 hr.	$ 65.40	
	1	D-9 Cat Tractor w/DozerRipper	5	hours @	30.40 hr.	152.00	
	4	D-W 21 w/Scrapers	36	hours @	24.20 hr.	871.20	
	1	Pickup Truck	9	hours @	1.80 hr.	16.20	$ 1,104.80
	1	Tractor Operator 7	8	hours @	3.60 hr.	28.80	
			1	hours @	5.40 hr.	5.40	
	4	D-W 21 Operators	32	hours @	3.70 hr.	118.40	
			4	hours @	5.55 hr.	22.20	
	2	General Laborers	16	hours @	2.65 hr.	42.38	
			2	hours @	3.98 hr.	7.96	
	1	Excavation Foreman	8	hours @	3.85 hr.	30.80	
			1	hours @	5.78 hr.	5.78	
		Employee Health & Welfare	72	hours @	.10 hr.	7.20	
		Payroll Taxes & Ins. @ .07996 on $ 261.72				20.93	289.85
		Add 15 % on $ 1,394.65					209.20
							1,603.85

Re-Slope "A" & "G" Lines, Station 637 to 648 ±.

4-21	1	D-9 Cat Tractor w/Ripper	5	hours @	30.40 hr.	152.00	
	1	D-8 Cat Tractor w/Dozer	4	hours @	16.35 hr.	65.40	
	4	D-W 21 w/Scrapers	36	hours @	24.20 hr.	871.20	
	1	Pickup Truck	9	hours @	1.80 hr.	16.20	1,104.80
	1	Excavation Foreman	8	hours @	3.85 hr.	30.80	
			1	hours @	5.78 hr.	5.78	
	1	Tractor Operator	8	hours @	3.60 hr.	28.80	
			1	hours @	5.40 hr.	5.40	
	4	D-W 21 Operators	32	hours @	3.70 hr.	118.40	
			4	hours @	5.55 hr.	22.20	
	2	General Laborers	16	hours @	2.65 hr.	42.38	
			2	hours @	3.98 hr.	7.96	
		Employee Health & Welfare	72	hours @	.10 hr.	7.20	
		Payroll Taxes & Ins. @ .07996 on $ 261.72				20.93	289.85
		Add 15 % on $ 1,394.65					209.20
							1,603.85

BOISE, IDAHO April 1959

Oregon State Highway Department

Salem, Oregon

IN ACCOUNT WITH

Contract No. 5300
Glover-Perry Section
Grading & Oiling
Invoice No. 1994-3

MORRISON-KNUDSEN CO., INC.
GENERAL CONTRACTORS

Re-Slope "A" & "G" Lines, Station 637 to 648 ± .

4-22	1 D-9 Cat Tractor w/Ripper	5 hours @	$ 30.40 hr.	$ 152.00	
	1 D-8 Cat Tractor w/Dozer	4 hours @	16.35 hr.	65.40	
	4 D-W 21 w/Scrapers	36 hours @	24.20 hr.	871.20	
	1 Pickup Truck	9 hours @	1.80 hr.	16.20	$ 1,104.80
	1 Excavation Foreman	8 hours @	3.85 hr.	30.80	
		1 hours @	5.78 hr.	5.78	
	1 Tractor Operator	8 hours @	3.60 hr.	28.80	
		1 hours @	5.40 hr.	5.40	
	4 D-W 21 Operators	32 hours @	3.70 hr.	118.40	
		4 hours @	5.55 hr.	22.20	
	2 Laborers	16 hours @	2.65 hr.	42.38	
		2 hours @	3.98 hr.	7.96	
	Employee Health & Welfare	72 hours @	.10 hr.	7.20	
	Payroll Taxes & Ins. @ .07996 on $ 261.72			20.93	289.85
	Add 15 % on $ 1,394.65				209.20
					1,603.85
	Re-Slope "A" & "G" Lines, Station 637 to 648 ± .				
4-23	1 D-9 Cat Tractor w/Ripper	5 hours @	30.40 hr.	152.00	
	1 D-8 Cat Tractor w/Dozer	4 hours @	16.35 hr.	65.40	
	4 D-W 21 w/Scrapers	32 hours @	24.20 hr.	871.20	
	1 Pickup Truck	9 hours @	1.80 hr.	16.20	1,104.80
	1 Excavation Foreman	8 hours @	3.85 hr.	30.80	
		1 hours @	5.78 hr.	5.78	
	1 Tractor Operator	8 hours @	3.60 hr.	28.80	
		1 hours @	5.40 hr.	5.40	
	4 D-W 21 Operators	32 hours @	3.70 hr.	118.40	
		4 hours @	5.55 hr.	22.20	
	2 Laborers	16 hours @	2.65 hr.	42.38	
		2 hours @	3.98 hr.	7.96	
	Employees Health & Welfare	72 hours @	.10	7.20	
	Payroll Taxes & Ins. @ ,07996 on $ 261.72			20.93	289.85
	Add 15 % on $ 1,394.65				209.20
					1,603.85
	Slope Change, Station 637 to 648 ± .				
4-25	1 D-8 Cat Tractor w/Dozer	8 hours @	16.35 hr.	130.80	130.80
	1 Tractor Operator	8 hours @	5.40 hr.	43.20	
	Employees Health & Welfare	8 hours @	.10 hr.	.80	
	Payroll Taxes & Ins. @ .07996 on $ 43.20			3.45	47.45
	Add 15 % on $ 178.25				26.74
					204.99

Total Pages 1, 2, 3 & 4 $10,420.23

X-Sections & Yardage Tabulations
"A" Line Slope Change

Station	dist (ft)	E.A. (sf)	factor	Volume (cy)
637+00		-0-		
	100		1.851	420
638+00		227		
	100		1.851	1,699
639+00		691		
	50		.9259	1,500
639+50		929		
	50		.9259	860
640+00		-0-		

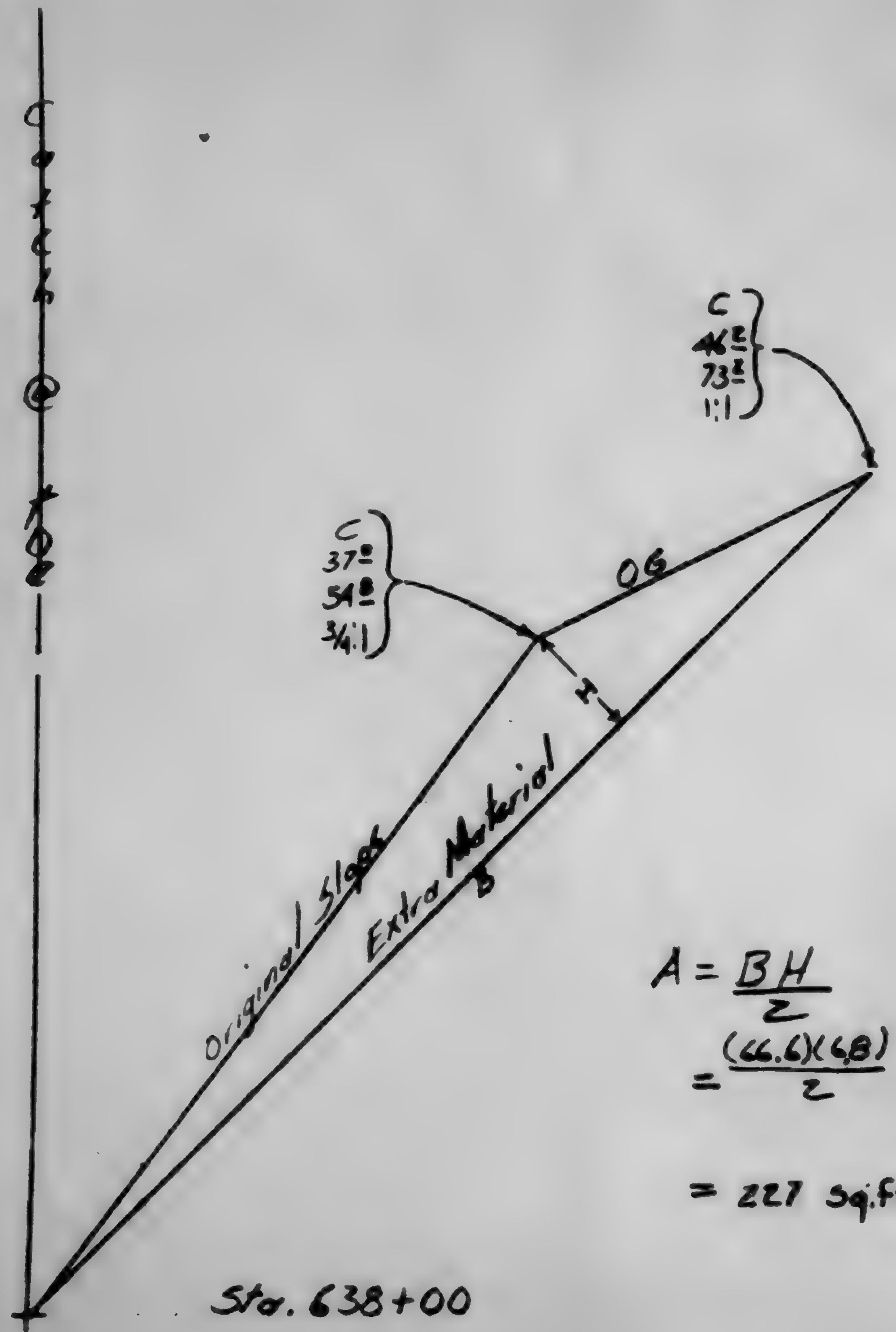
Total Extra Material This Area 4,479 cy

Slope in this Area was flatened due to lack of stable materials. Re-staked after pioneering and preliminary cut was completed.

FORM ENG-6A OPERATION

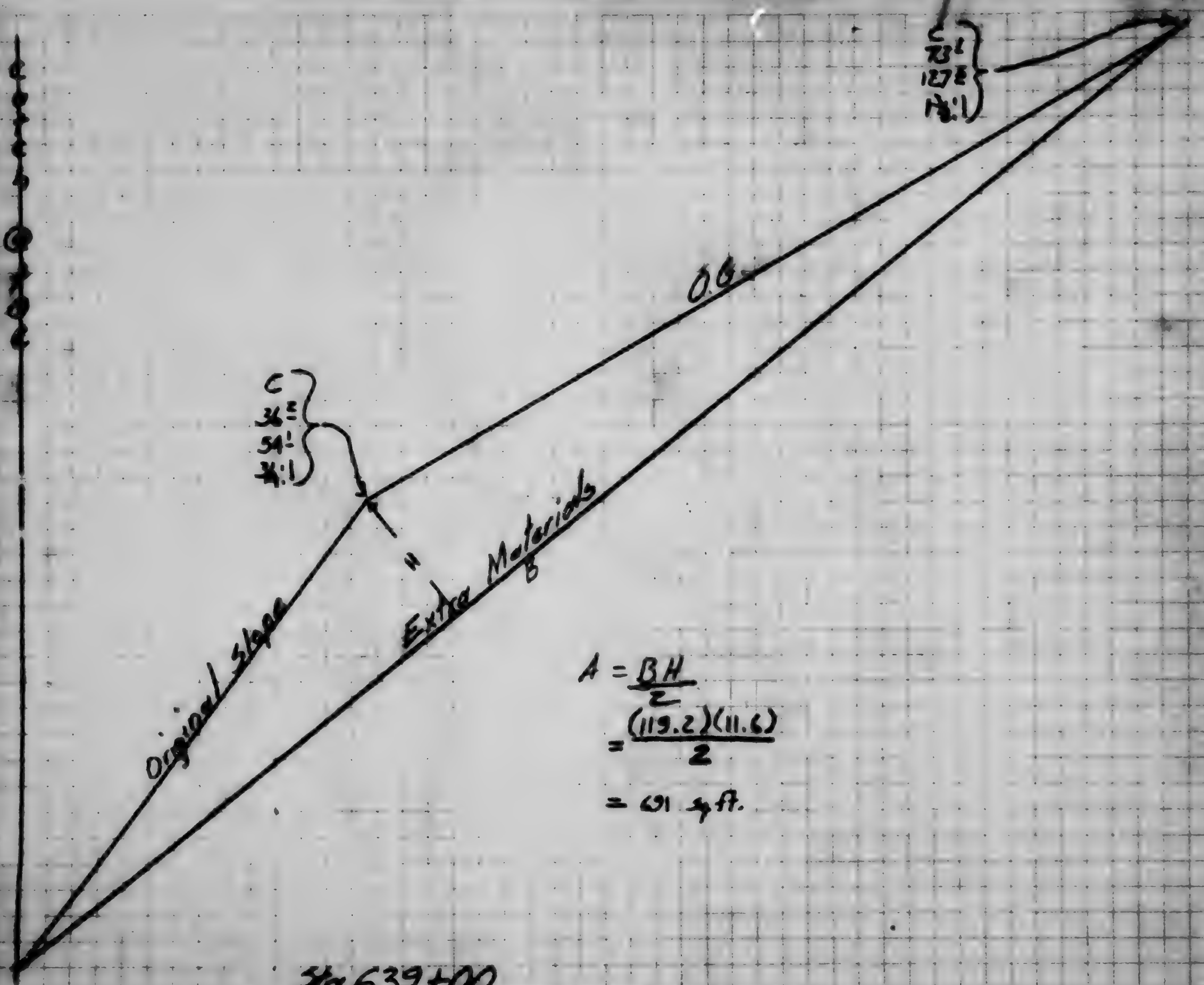
ITEM NO.
JOB
EST. BY

SHEET_____OF_____PAGE_____
DATE



$$A = \frac{BH}{2}$$
$$= \frac{(66.6)(6.8)}{2}$$
$$= 227 \text{ sq.ft.}$$

Sta. 638+00



$$A = \frac{BH}{2}$$

$$= \frac{(119.2)(11.6)}{2}$$

= 691 sq ft.

Sta. 639+00

OPERATION

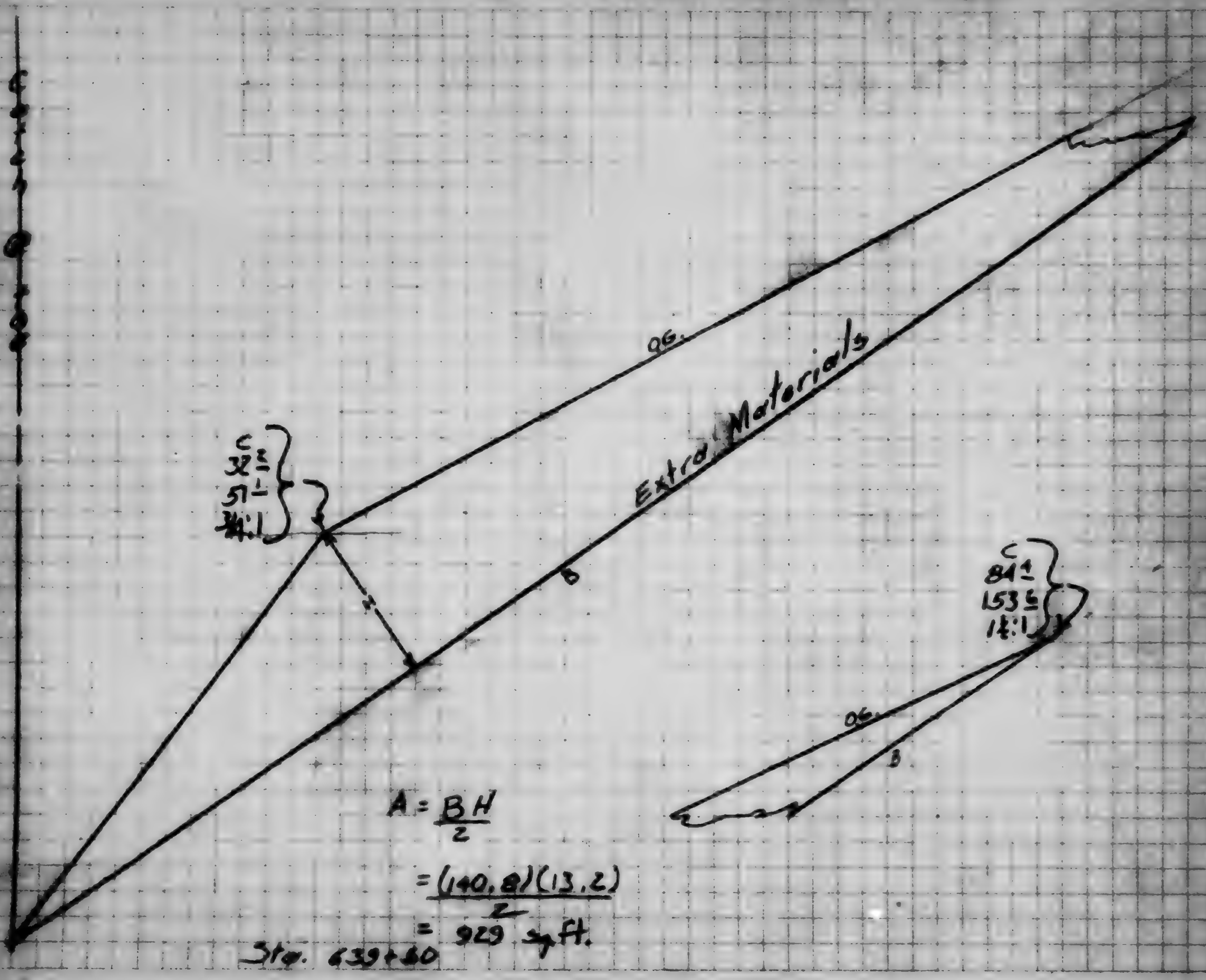
ITEM NO.

JOB

EST. BY

SHEET ___ OF ___ PAGE ___

DATE



$A = \frac{BH}{2}$

$= \frac{(140.8)(13.2)}{2}$

$= 929$ sq ft.

Sta. 639+80

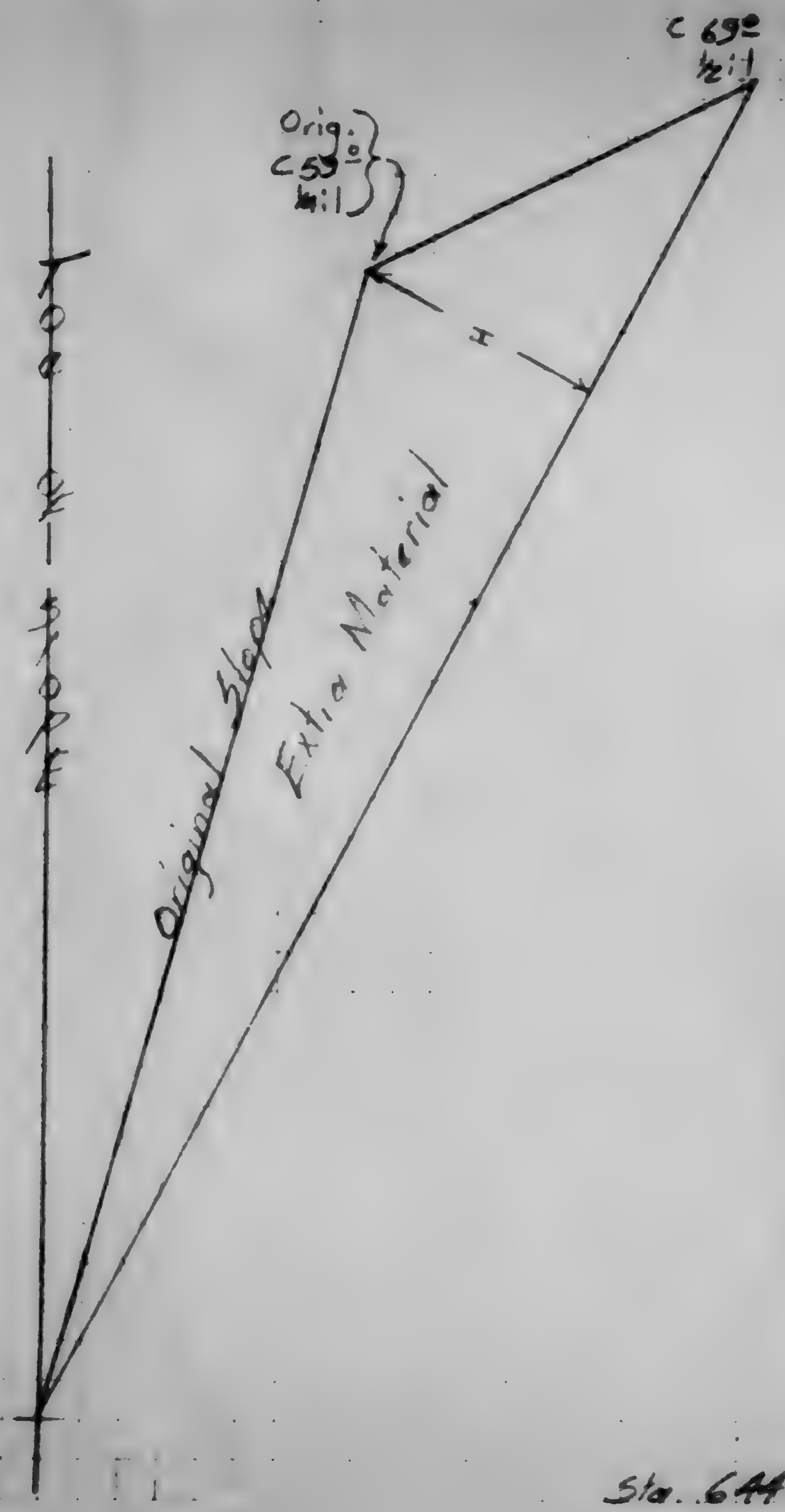
Slope Change "G" Line
Sta. 644 – 648 ±

Sta.	Dist	EA.	§	Volume
644+00		-0-		
	50		0.926	516
+50		557		
	50			1,172
645+00		709		
	50			1,050
+50		425		
	50			823
646+00		464		
	50			801
+50		401		
	50			665
647+00		317		
	50			438
+50		156		
	50		0.926	144
648+00		-0-		
Total This Sheet				5,609 CY

OPERATION

ITEM NO.
JOB
EST. BY

SHEET ____ OF ____ PAGE ____
DATE



$$A = \frac{BH}{2}$$

$$= \frac{(81)(13.6)}{2}$$

$$= 557 \text{ Sq.ft.}$$

Sta. 644+50

FORM [illegible] OPERATION

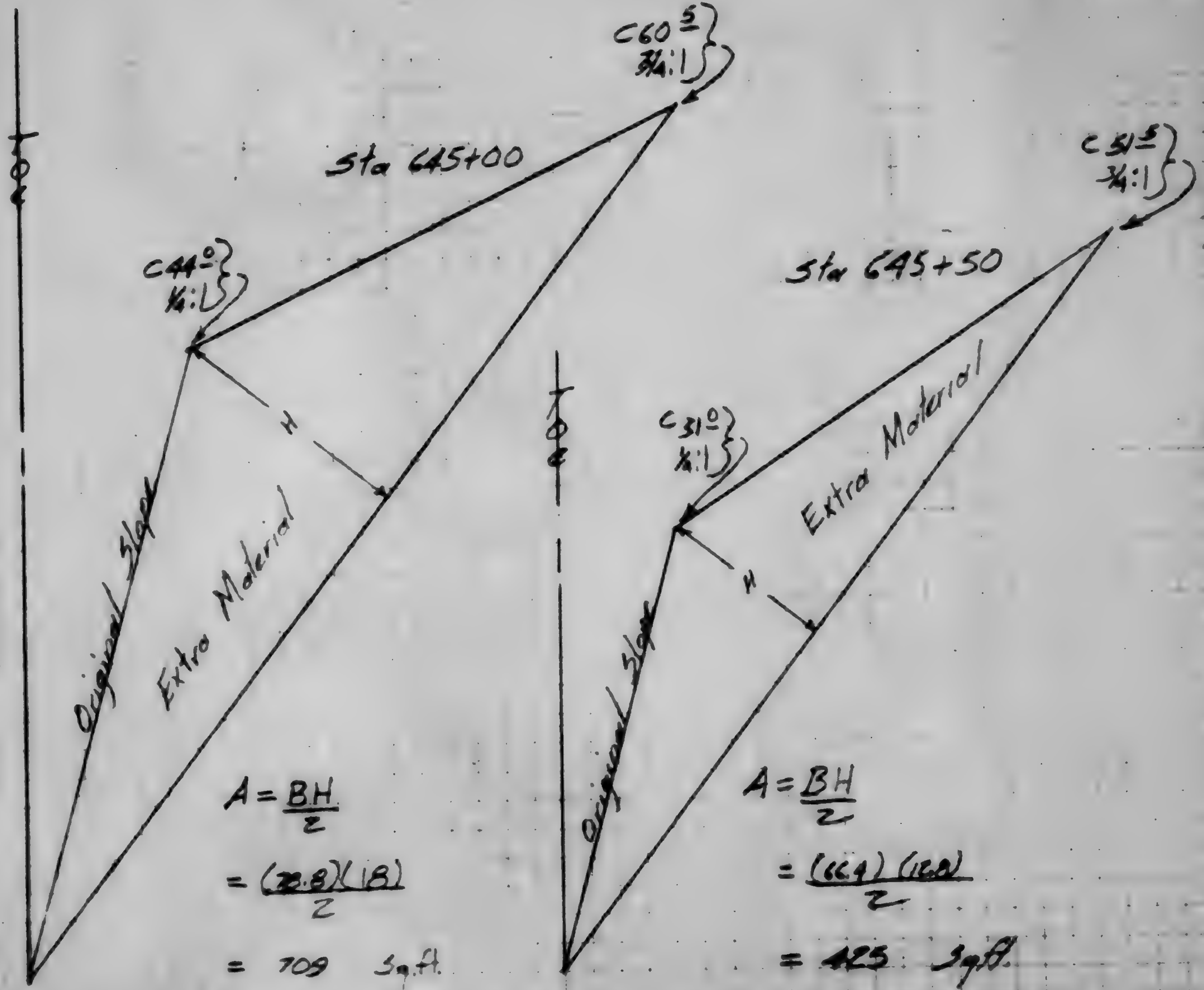
ITEM NO.

JOB

EST. BY

SHEET ____ OF ____ PAGE

DATE



$A = \frac{BH}{2}$

$= \frac{(78.8)(18)}{2}$

$= 709$ Sq.ft.

$A = \frac{BH}{2}$

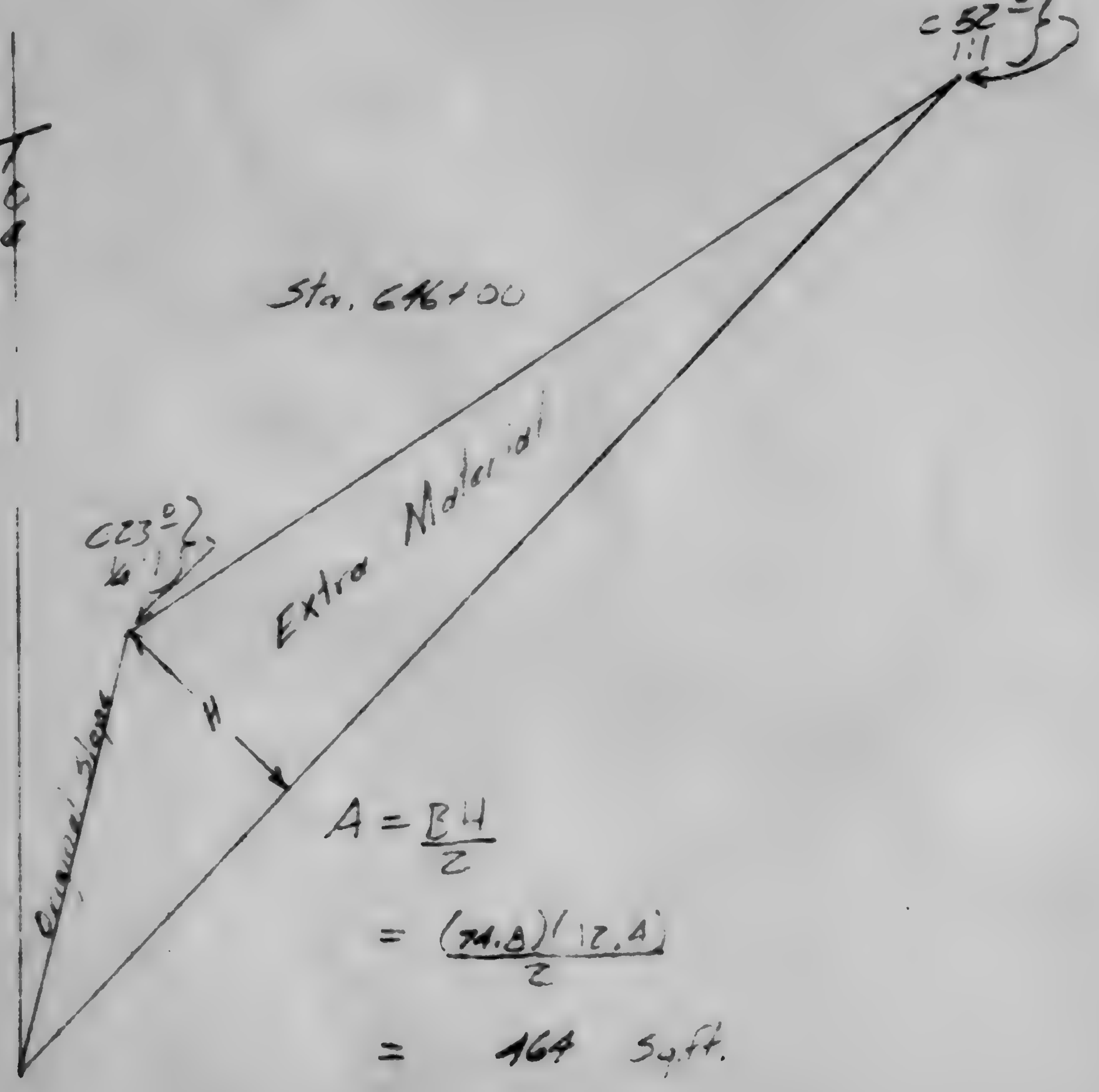
$= \frac{(66.4)(12.8)}{2}$

$= 425$ Sq.ft.

M-R FORM ENG-6A OPERATION

ITEM NO.
JOB
EST. BY

SHEET ____ OF ____ PAGE ____
DATE



$$A = \frac{BH}{2}$$

$$= \frac{(26.4)(12.4)}{2}$$

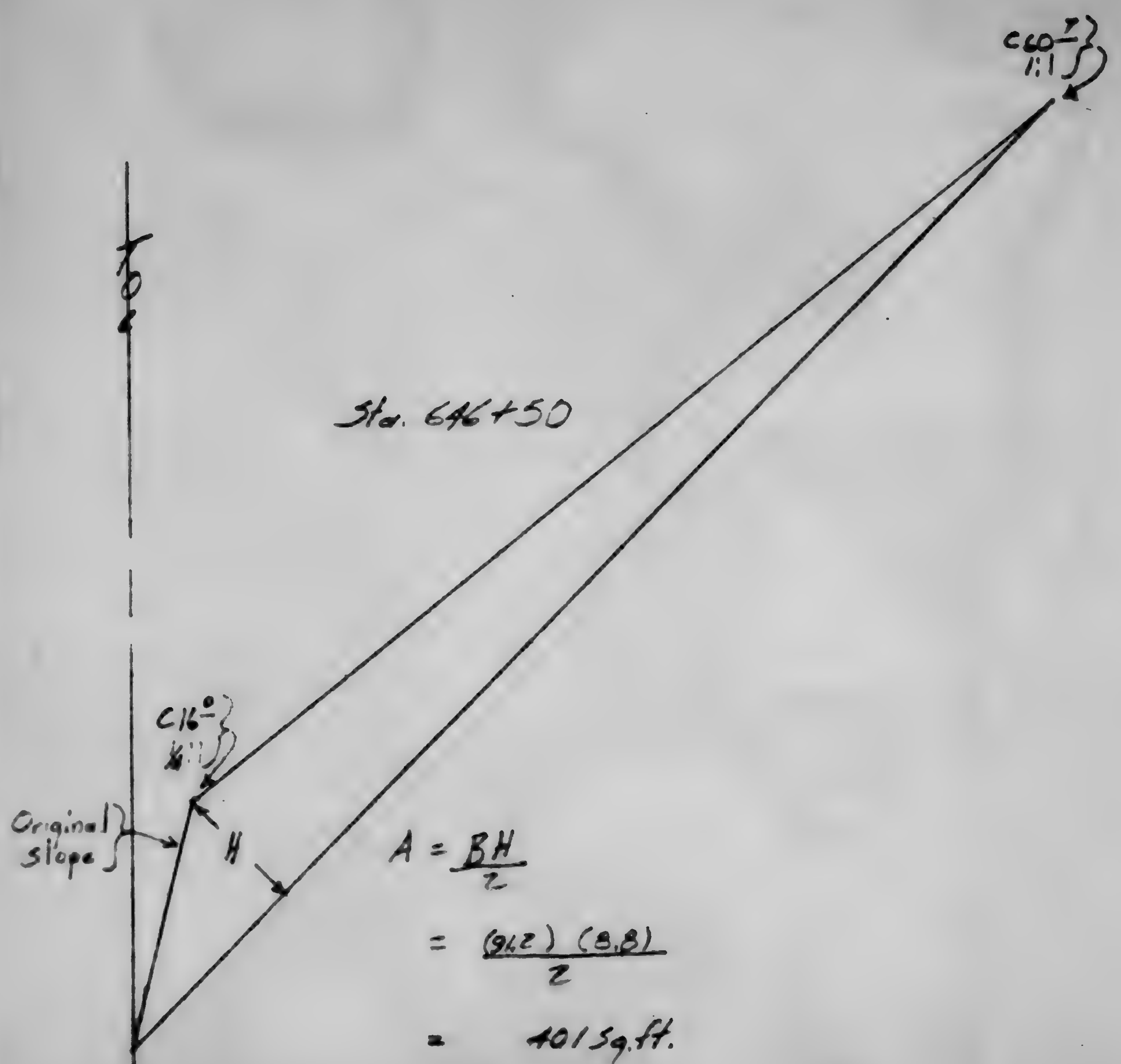
$$= 164 \text{ Sq.ft.}$$

M-K
FORM ENG-6A
OPERATION

ITEM NO.
JOB
EST. BY

SHEET____OF____PAGE____
DATE

Sta. 646+50



$$A = \frac{BH}{2}$$
$$= \frac{(91.2)\,(8.8)}{2}$$
$$= 401 \text{ Sq. ft.}$$

SHEET ___ OF ___ PAGE

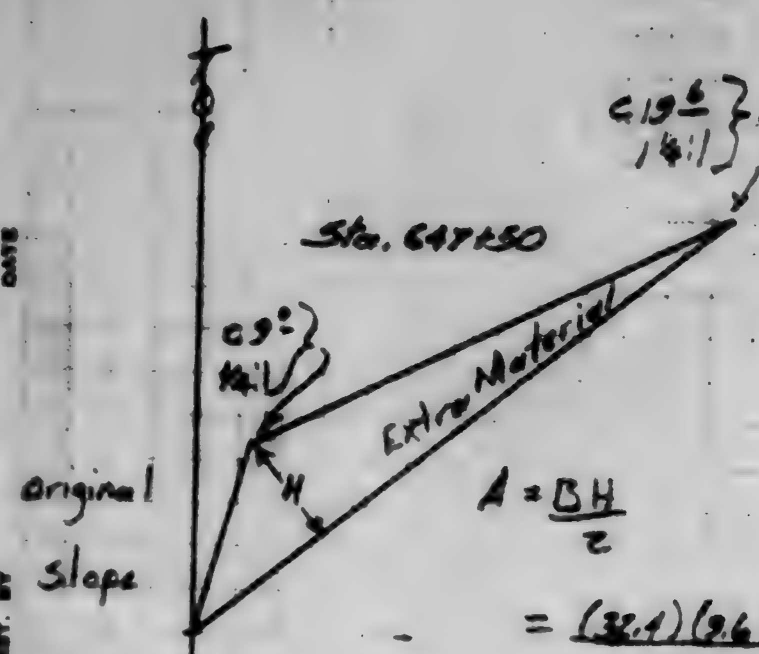
DATE

ITEM NO.

JOB

EST. BY

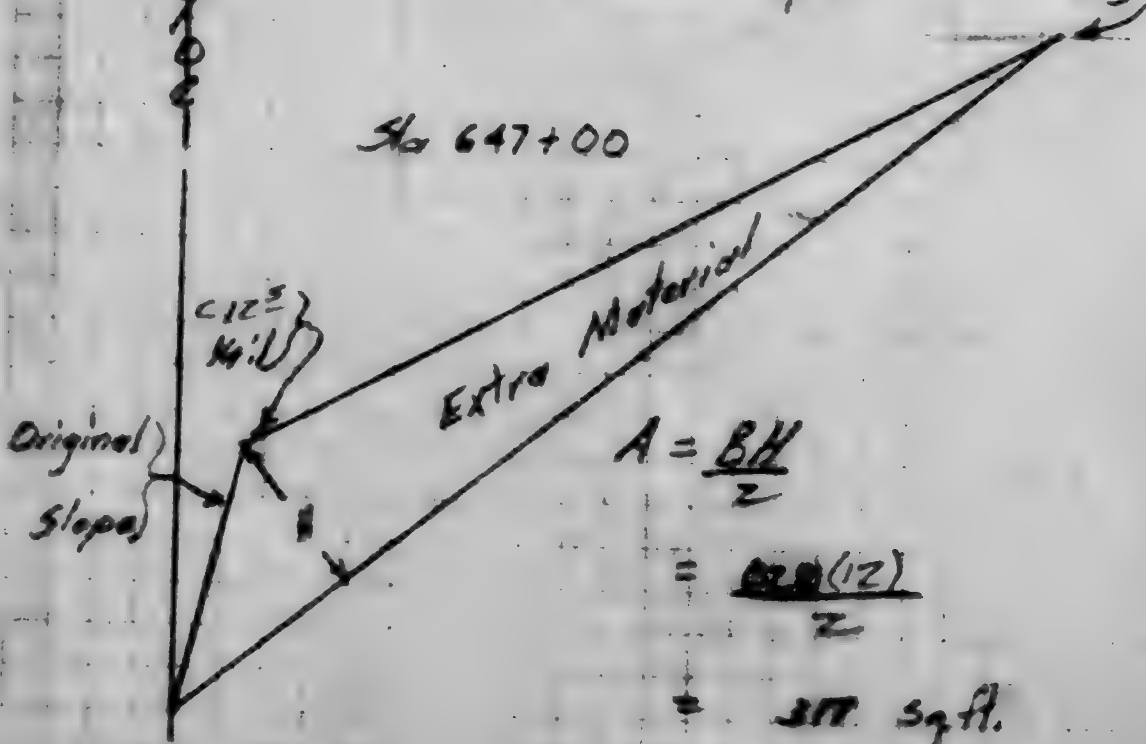
OPERATION



$A = \frac{BH}{2}$

$= \frac{(32.4)(9.6)}{2}$

$= 156$ Sq.ft.



$A = \frac{BH}{2}$

$= \frac{[illegible](12)}{2}$

$= 377$ Sq.ft.

RECEIVED 6-19-61 5

JUN 20 1961

FOR FILING

Monthly Transaction No. 6-36	For -2 (9-1 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. I-82-6(12)247	**FEDERAL-AID PROJECT AGREEMENT**	County **Union**
		Project No. **I-80N-6(12)247**

5300

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

East end I-80N-6(7)237 (old)I-62(13) to Perry
Glover-Perry Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	1-9-58	----
Rights-of-Way		
Construction	6-25-58	7.342
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,758,319	$ 1,615,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 19, 1961**

USComm-DC 40257

June 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Glover-Perry Section, Project No. I-80N-6(12)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[illegible]:jb

May 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Glover-Perry Section, Project No. I-80N-6(12)247.

We are also forwarding three copies of agreement with the Union Pacific Railroad Company, file No. 27895, covering the above project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(12)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 19, 1961

Type Code P.E.

Preliminary Engineering	$ 58,000.00

Type Code 0010
Roadway (Sta. MB 430+00 to Sta. 817+00)(Contract No. 5300)

Clearing and Grubbing	All	Required	$	$ 54,000.00
Drainage Excavation, Unclassified	1,500	cu.yd.	3.20	4,800.00
Structural Excavation, Unclassified	80	cu.yd.	4.00	320.00
General Excavation, Unclassified	1,685,000	cu.yd.	0.58	977,300.00
Short Overhaul	4,212,900	yd.sta.	0.007	29,490.30
Long Overhaul	223,900	C-yd.sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Rounding Cutbanks	12,800	lin.ft.	0.20	2,560.00
18-inch Corrugated Metal Pipe	1,100	lin.ft.	5.00	5,500.00
24-inch Corrugated Metal Pipe	430	lin.ft.	7.20	3,096.00
36-inch Corrugated Metal Pipe	140	lin.ft.	14.50	2,030.00
36-inch Corrugated Metal Pipe, 10 Gage	250	lin.ft.	16.50	4,125.00
18-inch Concrete Pipe	3,550	lin.ft.	4.50	15,975.00
24-inch Concrete Pipe	120	lin.ft.	6.00	720.00
18-inch Concrete Pipe, Extra Strength	180	lin.ft.	5.00	900.00
Salvaging Culvert Pipe	50	lin.ft.	3.00	150.00
18-inch Culvert End Sections	28	only	45.00	1,260.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Class "A" Concrete in Walls	34	cu.yd.	75.00	2,550.00
Metal Reinforcement in Walls	5,300	lb.	0.18	954.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Metal Guard Rail	10,200	lin.ft.	3.40	34,680.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Type 1 Fence	2,600	rod	5.75	14,950.00
Type 2 Fence	190	rod	7.00	1,330.00
Coarse Crushed Material in Base	74,000	ton	1.50	111,000.00
3/4" - 0 Material in Base	12,100	ton	1.50	18,150.00
Sprinkling	3,300	M-gal.	2.00	6,600.00
Preparation of Base	All	Required		1,800.00
3/4" - 0 Material in Binder Course	880	ton	2.70	2,376.00
Furnishing and Placing Aggregates	2,270	ton	2.70	6,129.00
MC-2 Asphalt	100	ton	60.00	6,000.00
120-150 Asphalt	130	ton	60.00	7,800.00
RS-1 Asphalt	70	ton	60.00	4,200.00
				$1,395,715.30

Move Telephone Lines by Pacific Tel. & Tel. Co.	All Required	$	$ 17,400.00
Flagging (57½% of Contractor's Cost)	All Required		15,000.00
Seeding and Mulching	All Required		19,250.00
Slope Benching	All Required		10,000.00
Adjust RR "CTC" Lines by OWR & N.Co.	All Required		64,600.00
Protection of Pipe Line by Salt Lake Pipe Line Co.	All Required		1,900.00
Work by West Coast Telephone Co.	All Required		330.00
Work by California-Pacific Utilities Co.	All Required		450.00
	Subtotal		$1,524,645.30
	10% Engr. & Cont.		152,463.70
	Total		$1,677,109.00

Type Code X028
Box Culvert (Sta. 734+50 to Sta. 734+70.6)(Contract No. 5300)

Drainage Excavation, Unclassified	50 cu.yd.	$3.20	$ 160.00
Class "A" Concrete in Box Culvert	200 cu.yd.	75.00	15,000.00
Metal Reinforcement in Box Culvert	33,000 lb.	0.18	5,940.00
	Subtotal		$ 21,100.00
	10% Engr. & Cont.		2,110.00
	Total		$ 23,210.00

Length of Roadway - - - - - - - -	7.248 Miles
Length of 1 Structure - - - - - -	0.004 Mile
Length of 5 Structures- - - - - -	0.090 Mile (Exceptions)
Total Length- - - - -	7.342 Miles
Cost of Roadway Per Mile- - - -	$231,389.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 58,000.00	$ 52,000.00	$ 6,000.00
Roadway	1,677,109.00	1,542,000.00	135,109.00
Structure	23,210.00	21,000.00	2,210.00
	$1,758,319.00	$1,615,000.00	$143,319.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

GLOVER-PERRY SECTION

PROJECT NO. I-80N-6(12)247 (OLD) I-82-6(12)247

Estimated costs of work by the West Coast Telephone Company

Labor	$ 304.28
Materials	60.05
Equipment	43.47
Depreciation Credit	68.22 Cr.
	$ 339.58
Use	$ 330.00

Estimated Costs of Work by the Salt Lake Pipe Line Company

Labor	$ 778.00
Materials	570.00
Equipment	598.00
	$ 1,946.00
Use	$ 1,900.00

Estimated Costs of Work by the Pacific Telephone and Telegraph Company

Labor	$ 6,205.00
Materials	6,575.00
Equipment	710.00
Miscellaneous and Overhead	4,940.00
Less Salvage	935.00 Cr.
	$17,495.00
Use	$17,400.00

Estimated Costs of Work by California Pacific Utilities Company

Labor	$ 394.88
Materials	111.16
Equipment	40.37
Salvage Credit	90.24 Cr.
	$ 456.17
Use	$ 450.00

Estimated Cost of Work by Union Pacific Railroad Company

1.	Furnish labor and material for and make temporary and permanent relocation of communication lines	$ 43,400.00
2.	Furnish labor and material for and make temporary and permanent relocation of signal lines and facilities	13,280.00
3.	Watchman and Flagman Service* ($18,820 - $8,520.00 = $10,300.00)	10,300.00
4.	Salvage Credit	2,300.00 Cr.
		$ 64,680.00
	Use	$ 64,600.00

* Note:

Engineering and inspection assumed as 15% of construction cost or $56,680.00 X 0.15 = $8,520.00 and this amount deducted from amount shown in R.R. agreement to arrive at watchman and flagman costs.

Oregon State Highway Department

Federal Aid
Project No. I-82-6(12)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 18, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$58,000.00

Type Code 0010
Roadway(Sta. (WB) 430+00 to Sta. 817+00)

Clearing and Grubbing	All	Required		$ 35,000.00
Drainage Excavation, Unclassified	1,500	cu. yds.	$ 3.00	4,500.00
Structural Excavation, Unclassified	80	cu. yds.	7.00	560.00
General Excavation, Unclassified	1,685,000	cu. yds.	0.65	1,095,250.00
Short Overhaul	4,212,900	yd. sta.	0.0075	31,596.75
Long Overhaul	223,900	C-yd. sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		13,000.00
Rounding Cutbanks	12,800	lin. ft.	0.20	2,560.00
18 Inch Corrugated Metal Pipe	1,100	lin. ft.	5.50	6,050.00
24 Inch Corrugated Metal Pipe	430	lin. ft.	8.00	3,440.00
36 Inch Corrugated Metal Pipe	140	lin. ft.	15.50	2,170.00
36 Inch Corrugated Metal Pipe, 10 gage	250	lin. ft.	16.50	4,125.00
18 Inch Concrete Pipe	3,550	lin. ft.	4.50	15,975.00
24 Inch Concrete Pipe	120	lin. ft.	6.00	720.00
18 Inch Concrete Pipe, Extra Strength	180	lin. ft.	5.00	900.00
Salvaging Culvert Pipe	50	lin. ft.	2.50	125.00
18 Inch Culvert End Sections	28	only	35.00	980.00
36 Inch Elliptical Inlets	1	only	125.00	125.00
Class "A" Concrete in Walls	34	cu. yds.	60.00	2,040.00
Metal Reinforcement in Walls	5,300	lbs.	0.15	795.00
Concrete Inlets, Type "D"	1	only	75.00	75.00
Metal Guard Rail	10,200	lin. ft.	3.00	30,600.00
Metal Sight Posts, Double Reflector	100	only	4.00	400.00
Type 1 Fence	2,600	rods	4.50	11,700.00
Type 2 Fence	190	rods	5.50	1,045.00
Coarse Crushed Material in Base	74,000	tons	1.30	96,200.00
3/4" - 0 Material in Base	12,100	tons	1.40	16,940.00
Sprinkling	3,300	M-Gals.	3.00	9,900.00
Preparation of Base	All	Required		1,400.00
3/4" - 0 Material in Binder Course	880	tons	2.30	2,024.00
Furnishing and Placing Aggregates	2,270	tons	2.50	5,675.00
MC-2 Asphalt	100	tons	48.00	4,800.00
120-150 Asphalt	130	tons	46.00	5,980.00
RS-1 Asphalt	70	tons	48.00	3,360.00
				$1,477,180.75

Move Telephone Lines by Pacific Telephone & Telegraph Company	All Required		$ 17,200.00
Flagging (57½% of Contractor's Cost)	All Required		15,000.00
Seeding and Mulching	All Required		19,250.00
Slope Benching	All Required		10,000.00
Adjust R. R. "CTC" Lines by OWR & N Co.	All Required		150,000.00
	Subtotal		$1,688,630.75
	10% Engr. & Cont.		168,863.07
	Total		$1,857,493.82

Type Code X028

Box Culvert (Sta. 734+50 to Sta. 734+70.6)

Drainage Excavation, Unclassified	50 cu. yds.	$ 3.00	$ 150.00
Class "A" Concrete in Box Culvert	200 cu. yds.	55.00	11,000.00
Metal Reinforcement in Box Culvert	33,000 lbs.	0.15	4,950.00
	Subtotal		$16,100.00
	10% Engr. & Cont.		1,610.00
	Total		$17,710.00

Length of Roadway	7.248 Miles
Length of 1 Structure	0.004 Mile
Length of 5 Structures	0.090 Mile (Exception)
Total Length	7.342 Miles
Cost of Roadway Per Mile	$256,276.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 58,000.00	$ 52,000.00	$ 6,000.00
Roadway	1,857,493.82	1,715,000.00	142,493.82
Structure	17,710.00	16,000.00	1,710.00
	$1,933,203.82	$1,783,000.00	$150,203.82

Oregon State Highway Department

Federal Aid
Project No. I-82-6(12)247
(New) I-80N-6(12)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications. Revised to include utility work by California Pacific Utilities Co. Not as a basis for project agreement.)

Salem, Oregon, September 23, 1958

Type Code P. E.

Preliminary Engineering	$ 58,000.00

Type Code 0010
Roadway (Sta. (WB) 430+00 to Sta. 817+00)(Contract No. 5300)

Clearing and Grubbing	All	Required	$	$ 54,000.00
Drainage Excavation, Unclassified	1,500	cu. yds.	3.20	4,800.00
Structural Excavation, Unclassified	80	cu. yds.	4.00	320.00
General Excavation, Unclassified	1,685,000	cu. yds.	.58	977,300.00
Short Overhaul	4,212,900	yd. sta.	0.007	29,490.30
Long Overhaul	223,900	C-yd.sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Rounding Cutbanks	12,800	lin. ft.	0.20	2,560.00
18-inch Corrugated Metal Pipe	1,100	lin. ft.	5.00	5,500.00
24-inch Corrugated Metal Pipe	430	lin. ft.	7.20	3,096.00
36-inch Corrugated Metal Pipe	140	lin. ft.	14.50	2,030.00
36-inch Corrugated Metal Pipe, 10 Gage	250	lin. ft.	16.50	4,125.00
18-inch Concrete Pipe	3,550	lin. ft.	4.50	15,975.00
24-inch Concrete Pipe	120	lin. ft.	6.00	720.00
18-inch Concrete Pipe, Extra Strength	180	lin. ft.	5.00	900.00
Salvaging Culvert Pipe	50	lin. ft.	3.00	150.00
18-inch Culvert End Sections	28	only	45.00	1,260.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Class "A" Concrete in Walls	34	cu. yds.	75.00	2,550.00
Metal Reinforcement in Walls	5,300	lbs.	0.18	954.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Metal Guard Rail	10,200	lin. ft.	3.40	34,680.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Type 1 Fence	2,600	rods	5.75	14,950.00
Type 2 Fence	190	rods	7.00	1,330.00
Coarse Crushed Material in Base	74,000	tons	1.50	111,000.00
3/4" - 0 Material in Base	12,100	tons	1.50	18,150.00
Sprinkling	3,300	M-gals.	2.00	6,600.00
Preparation of Base	All	Required		1,800.00
3/4" - 0 Material in Binder Course	880	tons	2.70	2,376.00
Furnishing and Placing Aggregates	2,270	tons	2.70	6,129.00
MC-2 Asphalt	100	tons	60.00	6,000.00
120-150 Asphalt	130	tons	60.00	7,800.00
RS-1 Asphalt	70	tons	60.00	4,200.00
				$1,395,715.00

Move Telephone Lines by Pacific Tel. & Tel. Co.	All Required	$ 17,400.00
Flagging (57½% of Contractors Cost)	All Required	15,000.00
Seeding and Mulching	All Required	19,250.00
Slope Benching	All Required	10,000.00
Adjust R.R. "CTC" Lines by O.W.R. & N. Co.	All Required	150,000.00
Protection of Pipe Line By Salt Lake Pipe Line Co.	All Required	1,900.00
Work by West Coast Telephone Co.	All Required	330.00
Work by California Pacific Utilities Co.	All Required	450.00
	Subtotal	$1,610,045.00
	10% Engr. & Cont.	161,004.50
	Total	$1,771,049.50

Type Code X028
Box Culvert (Sta. 734+50 to Sta. 734+70.6)(Contract No. 5300)

Drainage Excavation, Unclassified	50	cu. yds.	$3.20	$ 160.00
Class "A" Concrete in Box Culvert	200	cu. yds.	75.00	15,000.00
Metal Reinforcement in Box Culvert	33,000	lbs.	0.18	5,940.00
		Subtotal		$ 21,100.00
		10% Engr. & Cont.		2,110.00
		Total		$ 23,210.00

Length of Roadway	7.248 Miles
Length of 1 Structure	0.004 Mile
Length of 5 Structures.	0.090 Mile (Exceptions)
Total Length.	7.342 Miles
Cost of Roadway Per Mile.	$244,350.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Prelim. Engrg.	$ 58,000.00	$ 52,000.00	$ 6,000.00
Roadway	1,771,049.50	1,636,000.00	135,049.50
Structure	23,210.00	21,000.00	2,210.00
	$1,852,259.50	$1,709,000.00	$143,259.50

CLOVER-PERRY SECTION

PROJECT NO. I-80N-6(12)247 (old) I-82-6(12)247

Estimated costs of work by the West Coast Telephone Company

Labor		$ 304.28
Materials		60.05
Equipment		43.47
Depreciation Credit		68.22 Cr.
		$ 339.58
	Use	$ 330.00

Estimated costs of work by the Salt Lake Pipe Line Company

Labor		$ 778.00
Materials		570.00
Equipment		598.00
		$1,946.00
	Use	$1,900.00

Estimated costs of work by the Pacific Telephone and Telegraph Co.

Labor		$6,205.00
Materials		6,575.00
Equipment		710.00
Miscellaneous and Overhead		4,940.00
Less Salvage		935.00 Cr.
		$17,495.00
	Use	$17,400.00

Estimated costs of work by California Pacific Utilities Company

Labor		$ 394.88
Materials		111.16
Equipment		40.37
Salvage Credit		90.24 Cr.
		$ 456.17
	Use	$ 450.00

Oregon State Highway Department

Federal Aid
Project No. I-82-6(12)247
(New)I-80N-6(12)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications.
Not as a basis for project agreement.)

Salem, Oregon, December 17, 1958

Type Code P. E.

Preliminary Engineering	$ 58,000.00

Type Code 0010
Roadway (Sta. (W.B.) 430+00 to Sta. 817+00)
(Contract No. 5300)

Clearing and Grubbing	All	Required	$	$ 54,000.00
Drainage Excavation, Unclassified	1,500	Cu. Yds.	3.20	4,800.00
Structural Excavation, Unclassified	80	Cu. Yds.	4.00	320.00
General Excavation, Unclassified	1,685,000	Cu. Yds.	0.58	977,300.00
Short Overhaul	4,212,900	Yd. Sta.	0.007	29,490.30
Long Overhaul	223,900	C-yd.sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Rounding Cutbanks	12,800	Lin. Ft.	0.20	2,560.00
18-Inch Corrugated Metal Pipe	1,100	Lin. Ft.	5.00	5,900.00
24-Inch Corrugated Metal Pipe	430	Lin. Ft.	7.20	3,096.00
36-Inch Corrugated Metal Pipe	140	Lin. Ft.	14.50	2,030.00
36-Inch Corrugated Metal Pipe, 10 Gage	250	Lin. Ft.	16.50	4,125.00
18-Inch Concrete Pipe	3,550	Lin. Ft.	4.50	15,975.00
24-Inch Concrete Pipe	120	Lin. Ft.	6.00	720.00
18-Inch Concrete Pipe, Extra Strength	180	Lin. Ft.	5.00	900.00
Salvaging Culvert Pipe	50	Lin. Ft.	3.00	150.00
18-Inch Culvert End Sections	28	Only	45.00	1,260.00
36-Inch Elliptical Inlets	1	Only	150.00	150.00
Class "A" Concrete in Walls	34	Cu. Yds.	75.00	2,550.00
Metal Reinforcement in Walls	5,300	Lbs.	0.18	954.00
Concrete Inlets, Type "D"	1	Only	150.00	150.00
Metal Guard Rail	10,200	Lin. Ft.	3.40	34,680.00
Metal Sight Posts, Double Reflector	100	Only	5.00	500.00
Type 1 Fence	2,600	Rods	5.75	14,950.00
Type 2 Fence	190	Rods	7.00	1,330.00
Coarse Crushed Material in Base	74,000	Tons	1.50	111,000.00
3/4" - 0 Material in Base	12,100	Tons	1.50	18,150.00

Sprinkling	3,300	M-Gals.	$ 2.00	$ 6,600.00
Preparation of Base	All	Required		1,800.00
3/4" - 0 Material in Binder Course	880	Tons	2.70	2,376.00
Furnishing and Placing Aggregates	2,270	Tons	2.70	6,129.00
MC-2 Asphalt	100	Tons	60.00	6,000.00
120-150 Asphalt	130	Tons	60.00	7,800.00
RS-1 Asphalt	70	Tons	60.00	4,200.00
				$1,395,715.30
Move Telephone Lines by Pacific Telephone and Telegraph Company	All	Required		17,400.00
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Seeding and Mulching	All	Required		19,250.00
Slope Benching	All	Required		10,000.00
Adjust Railroad "CTC" Lines by O. W. R. & N. Company	All	Required		73,200.00
Protection of Pipe Line by Salt Lake Pipe Line Company	All	Required		1,900.00
Work by West Coast Telephone Co.	All	Required		330.00
Work by California-Pacific Utilities Company	All	Required		450.00
		Subtotal		$1,533,245.30
		10% Engr. & Cont.		153,324.53
		Total		$1,686,569.83

Type Code X028
Box Culvert (Sta. 734+50 to Sta. 734+70.6)
(Contract No. 5300)

Drainage Excavation, Unclassified	50	Cu. Yds.	$ 5.20	$ 160.00
Class "A" Concrete in Box Culvert	200	Cu. Yds.	75.00	15,000.00
Metal Reinforcement in Box Culvert	33,000	Pounds	0.18	5,940.00
				$ 21,100.00

Type Code X731
Hilgard Detour Bridge #635-A (Sta. 704+43.00)

Structural Excavation	35	Cu. Yds.	$ 10.00	$ 350.00
Furnish Timber Piling	4,971	Lin. Ft.	1.00	4,971.00

Drive Piles	122 Only	$ 60.00	$ 7,320.00
Trestle Superstructure	272 Lin. Ft.	80.00	21,760.00
Timber Deck Structure	168 Lin. Ft.	40.00	6,720.00
Timber in Place	40 M-FBM	275.00	11,000.00
Selected Rock Fill	170 Cu. Yds.	3.00	510.00
Structural Steel	All Required		16,335.00
			$ 68,966.00
Wearing Surface (State Force)	All Required		1,500.00
			$ 70,466.00
	Subtotal		$ 91,566.00
	10% Engr. & Cont.		9,156.60
	Total		$ 101,722.60

Length of Roadway	7.247 Miles
Length of 2 Structures	0.004 Miles
Length of 5 Structures	0.090 Miles
Total Length	7.342 Miles
Cost of Roadway Per Mile	$232,694.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 58,000.00	$ 52,000.00	$ 6,000.00
Roadway	1,686,569.83	1,557,000.00	129,569.83
Structure	101,722.60	93,000.00	8,722.60
	$1,846,292.43	$1,702,000.00	$144,292.43

GLOVER-PERRY SECTION

PROJECT NO. I-80N-6(12)247, (OLD) I-82-6(12)247

Estimated Costs of Work by The West Coast Telephone Company

Labor	$ 304.28
Materials	60.05
Equipment	43.47
Depreciation Credit	Cr. 68.22
	$ 339.50
Use	$330.00

Estimated Costs of Work by The Salt Lake Pipe Line Company

Labor	$ 778.00
Materials	570.00
Equipment	598.00
	$1,946.00
Use	$1,900.00

Estimated Costs of Work by Pacific Telephone and Telegraph Company

Labor	$ 6,205.00
Materials	6,575.00
Equipment	710.00
Miscellaneous and Overhead	4,940.00
Less Salvage	Cr. 935.00
	$17,495.00
Use	$17,400.00

Estimated Costs of Work by California Pacific Utilities Company

Labor	$ 394.88
Materials	111.16
Equipment	40.37
Salvage Credit	Cr. 90.24
	$ 456.17
Use	$ 450.00

Oregon State Highway Department

Federal Aid
Project No. I-82-6(12)247
(New) I-80N-6(12)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 58,000.00

Type Code 0010
Roadway (Sta. (WB) 430+00 to Sta. 817+00)(Contract No. 5300)

Clearing and Grubbing	All	Required	$	$ 54,000.00
Drainage Excavation, Unclassified	1,500	cu. yds.	3.20	4,800.00
Structural Excavation, Unclassified	80	cu. yds.	4.00	320.00
General Excavation, Unclassified	1,685,000	cu. yds.	0.58	977,300.00
Short Overhaul	4,212,900	yd. sta.	0.007	29,490.30
Long Overhaul	223,900	C-yd.sta.	0.30	67,170.00
Finishing Roadbed and Slopes	All	Required		7,000.00
Rounding Cutbanks	12,800	lin. ft.	0.20	2,560.00
18-inch Corrugated Metal Pipe	1,100	lin. ft.	5.00	5,500.00
24-inch Corrugated Metal Pipe	430	lin. ft.	7.20	3,096.00
36-inch Corrugated Metal Pipe	140	lin. ft.	14.50	2,030.00
36-inch Corrugated Metal Pipe, 10 Gage	250	lin. ft.	16.50	4,125.00
18-inch Concrete Pipe	3,550	lin. ft.	4.50	15,975.00
24-inch Concrete Pipe	120	lin. ft.	6.00	720.00
18-inch Concrete Pipe, Extra Strength	180	lin. ft.	5.00	900.00
Salvaging Culvert Pipe	50	lin. ft.	3.00	150.00
18-inch Culvert End Sections	28	only	45.00	1,260.00
36-inch Elliptical Inlets	1	only	150.00	150.00
Class "A" Concrete in Walls	34	cu. yds.	75.00	2,550.00
Metal Reinforcement in Walls	5,300	lbs.	0.18	954.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Metal Guard Rail	10,200	lin. ft.	3.40	34,680.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Type 1 Fence	2,600	rods	5.75	14,950.00
Type 2 Fence	190	rods	7.00	1,330.00
Coarse Crushed Material in Base	74,000	tons	1.50	111,000.00
3/4" - 0 Material in Base	12,100	tons	1.50	18,150.00
Sprinkling	3,300	M-gal.	2.00	6,600.00
Preparation of Base	All	Required		1,800.00
3/4" - 0 Material in Binder Course	880	tons	2.70	2,376.00
Furnishing and Placing Aggregates	2,270	tons	2.70	6,129.00
MC-2 Asphalt	100	tons	60.00	6,000.00
120-150 Asphalt	130	tons	60.00	7,800.00
RS-1 Asphalt	70	tons	60.00	4,200.00
				$1,395,715.30
Move Telephone Lines by Pacific Tel. & Tel. Co.	All	Required		17,400.00
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Seeding and Mulching	All	Required		19,250.00
Slope Benching	All	Required		10,000.00
Adjust R.R. "CTC" Lines by O.W.R. & N. Co.	All	Required		73,200.00
Protection of Pipe Line by Salt Lake Pipe Line Co.	All	Required		1,900.00

Federal Aid
Project No. I-82-6(12)247
(New) I-80N-6(12)247

Work by West Coast Telephone Co.	All Required	$ 330.00
Work by California-Pacific Utilities Co.	All Required	450.00
	Subtotal	$1,533,245.30
	10% Engr. & Cont.	153,324.53
	Total	$1,686,569.83

Type Code X028
Box Culvert (Sta. 734+50 to Sta. 734+70.6)(Contract No. 5300)

Drainage Excavation, Unclassified	50 cu. yds.	$3.20	$ 160.00
Class "A" Concrete in Box Culvert	200 cu. yds.	75.00	15,000.00
Metal Reinforcement in Box Culvert	33,000 lbs.	0.18	5,940.00
			$ 21,100.00

Type Code X731
Hilgard Detour Bridge #635-A (Sta. 704+43.00)

Remove Old Bridge	All Required	$	$ 3,000.00
Structural Excavation	35 cu. yds.	10.00	350.00
Furnish Timber Piling	4,971 lin. ft.	1.00	4,971.00
Drive Piles	122 only	60.00	7,320.00
Trestle Superstructure	272 lin. ft.	80.00	21,760.00
Timber Deck Structure	168 lin. ft.	40.00	6,720.00
Timber in Place	40 M-FBM	275.00	11,000.00
Selected Rock Fill	170 cu. yds.	3.00	510.00
Structural Steel	All Required		16,335.00
			$ 71,966.00
Wearing Surface (State Force)	All Required		1,500.00
			$ 73,466.00
	Subtotal		$ 94,566.00
	10% Engr. & Cont.		9,456.60
	Total		$104,022.60

Length of Roadway - - - - - - - 7.248 Miles
Length of 2 Structures- - - - 0.004 Mile
Length of 5 Structures- - - - 0.090 Mile
Total Length- - - - - - - - - 7.342 Miles
Cost of Roadway Per Mile- - - $232,694.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engrg.	$ 58,000.00	$ 52,000.00	$ 6,000.00
Roadway	1,686,569.83	1,557,000.00	129,569.83
Structure	104,022.60	96,000.00	8,022.60
	$1,848,592.43	$1,705,000.00	$143,592.43

CLOVER-PERRY SECTION

PROJECT NO. I-80N-6(12)247, (OLD) I-82-6(12)247

Estimated costs of work by the West Coast Telephone Company.

Labor	$ 304.28
Materials	60.05
Equipment	43.47
Depreciation Credit	68.22 Cr.
	$ 339.58
Use	$ 330.00

Estimated costs of work by the Salt Lake Pipe Line Company.

Labor	$ 778.00
Materials	570.00
Equipment	598.00
	$ 1,946.00
Use	$ 1,900.00

Estimated costs of work by the Pacific Telephone and Telegraph Company.

Labor	$ 6,205.00
Materials	6,575.00
Equipment	710.00
Miscellaneous and Overhead	4,940.00
Less Salvage	935.00 Cr.
	$17,495.00
Use	$17,400.00

Estimated costs of work by California Pacific Utilities Company.

Labor	$ 394.88
Materials	111.16
Equipment	40.37
Salvage Credit	90.24 Cr.
	$ 456.17
Use	$ 450.00

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W. C. Williams

NOTED
W. C. WILLIAMS

May 31, 1961

FINAL COST ANALYSIS

Grading and Oiling
Contractor: Morrison-Knudsen Co. Inc.
Resident Engineer: J. C. Hiatt

Glover-Perry Section
Contract No. 5300
I-82-6(12) 247

Old Oregon Trail Highway
Prefix No. 31-1043

Item 5300	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*****Clearing & Grubbing	1	Lump	54,000.00	25,219.85	25,219.85	54,000.00
Drainage Excav., Unclass.	1,179.90	Cu. Yd.	3.20	3.53	4,164.53	3,775.68
General Excav., Unclass.	1,662,398.70	Cu. Yd.	0.58	0.70	1,164,654.92	964,191.25
Short Overhaul	4,638,189.30	Yd. Sta.	0.007	0.006	31,719.39	32,467.33
Long Overhaul	167,685.90	C-Yd. Sta.	0.30	0.34	57,560.57	50,305.77
Finishing R.B. & Slopes	1	Lump	7,000.00	42,885.90	42,885.90	7,000.00
Rounding Cutbanks	4,500	Lin. Ft.	0.20	0.22	1,022.43	900.00
18" Corr. Metal Pipe	1,279	Lin. Ft.	5.00	4.53	5,800.99	6,395.00
24" Corr. Metal Pipe	483	Lin. Ft.	7.20	5.68	2,744.15	3,477.60
36" Corr. Metal Pipe	148	Lin. Ft.	14.50	12.03	1,779.93	2,146.00
36" Corr. Metal Pipe, 10 ga.	192	Lin. Ft.	16.50	13.53	2,599.18	3,168.00
18" Concrete Pipe	2,748	Lin. Ft.	4.50	4.80	13,216.67	12,366.00
18" Culvert End Section	23	Only	45.00	35.21	809.75	1,035.00
36" Elliptical Inlets	1	Only	150.00	119.04	119.04	150.00
****Cl. A Conc. in Box Culverts	198.97	Cu. Yd.	75.00	65.64	13,062.38	14,922.75
****Mtl. Reinf. in Box Culverts	31,376	Lbs.	0.18	0.16	5,070.36	5,647.68
***Metal Guardrail	8,940.80	Lin. Ft.	3.40	2.82	25,284.58	30,398.72
***Type 1 Fence	1,888	Rod	5.75	4.74	8,962.33	10,856.00
***Type 2 Fence	127	Rod	7.00	6.01	763.20	889.00
*Coarse Cr. Mat'l in Base	74,918.72	Ton	1.50	1.40	104,745.77	112,378.08
*&**3/4"-0 Mat'l in Base	13,398.72	Ton	1.50	1.40	18,825.25	20,098.08
Sprinkling	2,739	M-Gal.	2.00	4.10	11,244.03	5,478.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total, Cost	Gross Revenue
**Preparation of Base	1	Lump	1,800.00	1,515.00	1,515.00	1,800.00
*&**3/4"-0 Mat'l in Binder Course	567.38	Ton	2.70	2.32	1,318.01	1,531.93
*&**Furnish & Place Aggregate	2,214.57	Ton	2.70	2.30	5,098.46	5,979.34
**MC-2 Asphalt	90.74	Ton	60.00	50.50	4,582.37	5,444.40
**120-150 Asphalt	113.78	Ton	60.00	48.47	5,516.05	6,826.80
**RS-1 Asphalt	64.76	Ton	60.00	49.49	3,204.97	3,885.60
PA#1 Excav. below Embankmt.	3,059.20	Cu. Yd.	0.90	0.63	1,927.35	2,753.28
PA#2 6" Perf. Mtl. Dr. Pipe	240	Lin. Ft.	2.00	0.96	231.81	480.00
PA#2 Special Backfill Mat'l	18	Cu. Yd.	6.00	2.23	40.16	108.00
***PA#4 Guardrail Posts	112.50	Lin. Ft.	0.60	0.61	68.18	67.50
*PA#5 Selected Rock Mat'l	18,258	Lin. Ft.	0.70	0.55	10,049.00	12,780.60
PA#6 Clearing of Borrow Area	1	Lump	400.00	481.62	481.62	400.00
PA#7 Furn. & Install 24" Half Round Corr. Metal Pipe	38	Lin. Ft.	5.70	3.09	117.42	216.60
PA#8 Overtime Pmt. to complete Grading Work	1	Lump	356.51	356.51	356.51	356.51
PA#9 Furnish Cr. Rock in S.P.	464.70	Cu. Yd.	1.00	1.01	469.34	464.70
***PA#10 6-1/2' T Posts	305	Each	0.9739	0.983	300.01	297.04
***PA#10 7' 8" Corner Posts	5	Each	7.82	7.89	39.49	39.10
***PA#10 Woven Wire	3	Roll	18.87	19.05	57.17	56.61
***PA#10 Barbed Wire	22	Roll	9.05	9.14	201.09	199.10
***PA#11 Purch. Excess Guardrail	937.50	Lin. Ft.	1.16	1.17	1,098.37	1,087.50
***PA#11 8"x8"x6'4" Guardrail Posts	8	Each	5.40	5.45	43.63	43.20
Force Account (State participation in Flagging)					30,368.79	13,466.92
Force Account Excavation (Slide Correction)					33,422.51	37,819.16
					1,642,762.50	1,438,149.83

Gross Revenue	$ 1,438,149.83
Total Cost	1,642,762.50
Net Loss	$ 204,612.67

Net Loss equals 14.22% of Gross Revenue

Work done by others:

* Doherty & Son (all or in part)
** Russell Olson Construction Co. Inc. (all or in part)
*** Brooks Construction Co. (all)
**** Marshall Construction Co. (all)
***** Earnest Organ (all or in part)

DETAIL OF COSTS - Contract No. 5300

Labor:				
Labor and Supervision			$ 482,753.56	
Labor Insurance			36,809.93	
Health and Welfare			12,044.39	
Pension			1,362.97	$ 532,970.85
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			578,451.83	
Equipment Rental, Hired w/out operator			2,874.98	
Equipment Rental, Hired with operator			16,998.04	
Gas, Oil and Grease			89,501.77	
Bond			7,435.10	
Bond, Railroad			425.00	
Drill Steel and Bits			25,333.69	
Explosives			80,861.73	
Home Office and General Overhead			43,608.27	
P.L. and P.D. Insurance			4,015.79	
Lumber, Nails, etc. (used for forms)			93.74	
Move In			20,440.40	
P.U.C.			1,031.34	
Small Tools and Miscellaneous Supplies			32,999.50	904,536.88
Materials:				
Misc. Materials used in Force Account			1,213.48	
18" Concrete Pipe	2,748 Lin. Ft.	@ $2.57	7,066.17	
18" CMP and Bands	1,279 Lin. Ft.	@ $2.58	3,295.00	
24" CMP and Bands	483 Lin. Ft.	@ $4.67	2,258.47	
36" CMP and Bands	14.8 Lin. Ft.	@ $9.16	1,355.20	
36" CMP and Bands 10 ga.	192 Lin. Ft.	@ $11.64	2,234.12	
18" Culvert End Section	23 Each	@ $22.73	522.79	
36" Elliptical Inlet	1 Each	@ $86.95	86.95	
6" Perf. Mtl. Dr. Pipe	240 Lin. Ft.	@ $0.84	201.60	
24" Halfround CMP	38 Lin. Ft.	@ $3.00	114.00	18,347.78
Work done by others:				
Earnest Organ			22,500.00	
Doherty & Son			91,974.09	
Russell Olson Construction Co.			18,490.85	
Brooks Construction Co.			36,453.54	
Marshall Construction Co.			17,953.21	187,371.69
		TOTAL COST		$1,642,762.50

Remarks - Contract No. 5300

This was a "Federal Aid Interstate Project" consisting of the construction of 7.25 miles of main highway roadbed and 1.18 miles of detours, frontage roads and connections, involving 1,662,398.7 cubic yards of roadbed excavation; the construction of one reinforced concrete box culvert and one reinforced concrete retaining wall; the construction of 3.51 miles of stone base and shoulders on main highway roadbed and 1.18 miles of detours, frontage roads and connections, involving 88,311.44 tons of crushed materials; and the construction of 4.21 miles of Type 0-9 oil mat wearing surface on main highway and connections, and 0.48 mile of Type 0-11 oil mat wearing surface on frontage roads, detours, and connections on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This project was bid July 10, 1958, awarded August 22, 1958 and completed October 20, 1960.

The prime contractor began moving equipment onto the project August 26, 1958. P.B. Doherty & Son, crushing contractor, also began moving his crushing plant and equipment onto the project during this period and began stripping the quarry in preparation for drilling and to erect the crushing plant.

Earnest Organ, clearing contractor from John Day, Oregon, began clearing and grubbing on September 1, 1958. The equipment used by this contractor was two D8 caterpillar dozers, one farm tractor with mounted front end loader and backhoe, chainsaw, and one D-2 caterpillar dozer. The labor crew consisted, on the average, of seven men.

Morrison-Knudsen Co., began major grading on September 15th using two D-9 cat. dozers, two D-8 cat. dozers, three D-9 caterpillar tractors with cat. 491 pull scrapers, D-8 cat. tractor with an 80-D pull scraper, one #12 cat. grader, and four 3-1/2" airtrac drills powered by four 600 cfm Ingersoll-Rand rotary trailer mounted compressors. Drilling was started in the rock cut in the proximity of Sta. 804. Other equipment on hand but not used at this time was two #12 graders, two 2000 gallon sprinkling trucks, one DW-21 cat. 2-wheel tractor with Athey wagon, one new D-9 dozer (being assembled) and two shop or grease trucks. A mobile trailer-house was used as an on the job office. The equipment spread began working on the channel change between stations 735 to 745. The prime contractor was working on a two shift basis.

Marshall Construction Co., Hermiston, Oregon, began working on the RCBC at station 734 on September 29, 1958. The headers for the bottom slab were set and ready by the end of the week for reinforcing steel.

On September 29th, the drilling unit was transferred to the rock bluff (called Red Bluff) between stations 590 to 600.

The crushing contractor attempted to get into full production during the week of October 3rd; however, he was unable to produce a quality item at this time. The 1-1/2"-0 material finally met specifications on Friday of this week.

On Monday, October 6th, a 2-1/2-cubic yard Northwest shovel, two DW-21 Athey wagons, and three dozers were put to work on the Red Bluff. Two DW-21 scrapers and two dozers began working between stations 770 and 795. The three D-9's and scrapers spent the first part of the week working between stations 680 and 695 and the later part of the week between stations 675 and 710. The first culvert installations were made at stations 765 and 742+50.

Two more DW-21 scrapers were added to the equipment on October 20th.

Snow fluries, rain and general damp weather conditions during the middle of November began hampering grading operations. These conditions existed throughout the winter and on to June 1st, 1959. Most of the equipment was made idle through the worst of the above period. Heaviest concentration of work was the removal of rock material on the Red Bluff. The 2-1/2-cubic yard shovel and DW-21 wagons were active in this area most of the time.

Doherty & Son completed the crushing of all required crushed materials on the 1st of April, 1959. The plant was dismantled and removed from the project on April 15th. This plant was then moved to the Halfway-Copperfield project.

On Thursday a.m., June 18, 1959, a portion of the fill left of westbound station 520 started settling due to failure of the foundation. This embankment failure necessitated the relocation of a petroleum products pipe line and an extra work order for slide correction.

All grading on this project was suspended on Friday, July 24th, as no more work could be done until the slide area was repaired. Operation on the slide began on the following Monday. The equipment used was: 188.25 hours of caterpillar D-9 dozer; 202.25 hours D-8 dozer; 129 hours D-9 and 491 scraper' 23.35 hours Ateco ripper; 45.5 hours grid roller; 226.5 hours cateripllar DW-21 tractor and Athey wagon; 76.5 hours cat. D-6 dozers; 59 hours of tractor mounted 3/8-cubic yard backhoe; 10.5 hours caterpillar #12 grader; 26 hours 175-A Michigan loader; 5 hours of truck mounted crane; 151 hours of various yardage capacity of dump trucks; 124.5 hours of 1-1/2-cubic yard shovel and 501 hours of several other miscellaneous pieces of equipment. The total cost of slide correction, including labor, was $37,619.16.

The hauling and placing of base rock was started June 29th using five hired truck trains. This material was placed on the "A", "D" and "H" Lines, and on the detour lines. Russell Olson Construction Co., oiling contractor, placed the binder on the westbound lanes between stations 429 to 494, 544 to 574 and 589 to 610 on August 12th and 13th. All the required oiling was completed June 10, 1960.

Brooks Construction Co., of Caldwell, Idaho, began placing guard rail posts on Tuesday, August 4, 1959. Although Brooks had the subcontract for the guard rail, Clarambeau Construction Co., McMinnville, actually did the work. The placing and painting of guard rail was completed September 16, 1960.

The grading work slacked off during the winter of 1959-1960, completely shut down during the holidays, and was worked only intermittently during the months of January and February, 1960. Completely shut down again during March and the first part of April. Most of the contractor's equipment had been removed from the project. A D-8 dozer, grid-roller, and #12 grader moved back to the project on April 21, 1960. These were the only pieces of equipment on the job until June 27th when a 1-1/2-cubic yard shovel and two DW-21 tractors with Athey wagons were brought in to do some slide removal on eastbound station 515. The contractor spent the balance of the time, until completion, working off and on doing fine grading, backfilling around structures, and cleaning up.

The contractor lost rather heavily on this project. This loss is mostly in the grading. The excavation in the Red Bluff area was more costly than first anticipated. The first demolition of the slope cut failed to do what it was supposed to do, therefore requiring additional drilling and shooting. The cost of drilling and shooting was over $100,000.00, averaging $0.064 per cubic yard based on the total yards of general excavation. Because of the delay in construction and completion of structures, this contractor had to move in and out several times, equipment was idle at other times because of weather, strikes, or lack of working room. Another reason for loss shown is that the contractor maintained a complete staff office and repair shop on the project. This, then, placed a considerable overhead cost on the work.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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I-82N-6(12)247
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Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS
PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

May 2, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

We are returning herewith the Contract Payment Voucher covering Estimate No. 25 final on Contract No. 5300 signed and accepted for the work included therein. In addition, we are returning two signed copies of the certificate required by the Federal Government.

We specifically reserve the rights provided us in the section entitled "Claims of Error or Omission in Final Estimate" found on page five (5) under "Additional Special Provisions, Federal-Aid Interstate Highway Projects," and elsewhere under the terms of our Contract. We call attention to Claim No. 1 "Claim for rental on Idle Equipment in the amount of $42,493.44 mailed to the Resident Engineer by letter dated February 6, 1961," and itemized in our letter dated March 1, 1961, addressed to your office.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

Porter

E. B. Potter
Area Manager

EBP/CBS:ldw

Enclosures

RECEIVED
MAY 3 1961
FOR FILING

I-82-6(12)247

5300

May 2, 1961

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Attention: Mr. C. Donald Smith
Assistant District Manager

Gentlemen:

Your claim in the amount of $42,493.44 for standby time on idle equipment on the Glover-Perry Section, Contract No. 5300 has been referred to this office. The claim has no merit and is rejected in full.

Article 1.9.6 of the General Specifications states that the contractor must notify the engineer in writing that extra expense is to be claimed prior to actually incurring said expense. In addition, no provision is made in the Oregon specifications for payment of standby time for idle equipment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

FBK:jw fn

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

La Grande, Oregon
March 23, 1961

SUBJECT
M - K Extra Claim
Glover - Perry Section
Old Oregon Trail Highway
Contract 5300

Mr. Tom Edwards
Construction Engineer
Salem

We are enclosing herewith Extra Claim from the M-K Company on subject project occasioned by slide conditions near our fill at Station 520. Also enclosed is a letter from M-K to Mr. Hiatt, under date of February 26th; along with detailed breakdown on alleged lost time for equipment. Letter of transmital from Mr. Hiatt to this office, under date of March 16th; a copy of a letter from M-K to Jack Hiatt, under date of August 3, 1959. This last named letter asking for increased time to finish the job. You will note that in this letter no reference is made to proposed claim for lost time. Article 1.9.6 of General Specifications states that contractor must advise in advance of contemplated claim. Incidently, no liquidated damages were assessed against the contractor on this project.

Mr. Hiatt has gone through this claim in detail and has found numerous discrepancies in the work time being claimed. I have gone through the claim in considerable detail and find in going through the Field Engineer's Weekly Reports that the contractor had 60 men on the job prior to June 12th. The week of June 19th he had a 70 man crew on the job. 70 men were kept on until July 24th; after which they were reduced to 58 on the week ending August 7th. Crew was finally cut down to 40 men on week ending August 28th. This would indicate to me he was not doing much waiting for places to work during the months of June and July and most of the month of August. In spite of this claim for lost time during this period Hiatt's Weekly Report also indicated considerable activity on other portions of the job during the alleged slide delay period. It is quite difficult at this stage of the game to make any comments regarding idle equipment as there seemed to be surplus equipment on the job before and after the slide condition.

Reference is made to the Special Provisions on Page 22. It is stated that, "Failure on the part of the contractor to properly appraise the factors, conditions and difficulties obtaining or involved in the performance of the work will not entitle him to extra compensation of any kind, nor will it relieve him of the obligation of executing all details of the work as specified and planned."

REFERRED
TO
FOR

ACTION TAKEN

Also on Page 30 of the Special Provisions under Schedule of Performance and Provisions for Traffic - "1. No work shall be commenced on the eastbound lanes which would interfere with traffic on the existing highway until such time as the west bound lanes, as indicated on the plans, have been completed and opened for traffic between westbound Stations 430 to 501 and 516 to 540."

On Page 32 of the Special Provisions under Extra Work Items - "Construction items which may be required to complete the project and which are not covered by the special provisions or listed pay items herein may include, but are not necessarily limited to, the following: 1. Slope Benching - Extra work items are to be performed by State forces or by the contractor, as the engineer may decide. If performed by the contractor, the work shall be done in accordance with the instruction of the engineer as "extra work" and will be paid for either (a) on the force account basis set forth in the standard specifications, or (b) at a price to be agreed upon between the contractor and the engineer prior to commencement of the work. Whether the work is performed under (a) or (b), above, shall be as the engineer may decide."

Under the Standard Specifications for Highway Construction, Page 7, Article 1.4.2 Additional Work states - "The contractor shall perform such work in addition to that definitely called for in the plans and quantity estimates as, it may develop, is necessary for the satisfactory completion of the contemplated project or work. Payment for such additional work will be made at the unit prices included in the schedule of contract prices in so far as those prices are applicable. Where those prices are not applicable, payment will be made as hereinafter provided in Article 1.4.6." This paragraph sets up the force account payment on which the contractor was paid.

Article 1.8.5 states, "The engineer shall have authority to suspend the work wholly or in part for such period or periods as he may deem necessary, due to unsuitable weather or such other conditions as are considered unfavorable for the prosecution of the work, or for such time as is necessary due to the failure on the part of the contractor to carry out orders given or to perform any or all provisions of the contract.

A persual of these specifications indicated to me that the contractor does not have a valid claim for lost time. However, I concur with Mr. Hiatt that if any of the claim is given favorable consideration an audit should be made of the M-K Company's books to be compared against our records as we believe a great deal of alleged time is in error. It is my recommendation that the claim be disallowed.

A. F. Parson
Division Engineer

AFP:gb

cc J. C. Hiatt

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 16, 1961

SUBJECT Glover-Perry Grading
Contract 5300
M-K Co. Contractor

To

Mr. A. F. Parson
Division Engineer
La Grande

I am submitting to you, for further action, an Invoice (two copies) in the amount of $42,493.44, submitted to this office by M-K Co., contractor for construction of the subject contract.

This invoice is a claim for compensation for the idle time of construction machinery allegedly unable to be worked due to the delay in completion of the west bound lanes of the highway between stations 514 and 543 caused by the slide between stations 519 and 523, which slide occurred in June 1959.

The hours of idle time claimed for the 19 pieces of equipment have been thoroughly checked against the daily diaries, force account bills and weekly reports made for the job, and also compared with the operator's time shown on the contractor's weekly payrolls. Comparison of these records indicates that the maximum possible idle time, based on an eight hour day, for each piece of equipment would reduce the time claimed on the invoice as follows:

Item No.	Hours Reduced
1	20½
2	12½
3	49
4	44½
5	92
6	28
7	32
8	28
9	128
10	8
11	23
12	5
13	147½
14	38½
15	32
16	32
17	-
18	8
19	[illegible]

RECEIVED

A tabulation of the accounting showing these discrepancies will be retained in this office. A few examples are here shown:

Item No.	Date	Claim	Paid on Force Account (Slide work)
1	Aug. 28	8 hrs.	4 hrs.
2	"	2½	13
12	Aug. 31	2	12 ¾
13	Sept 1	8	7½
14	Sept 4	8	4½
11	Sept 23	6½	7½

No time should be considered for Item #9 (Case tractor with Backhoe) as this piece of equipment was in very poor condition and replaced on Force Account work with a similar machine obtained from another contractor, after 10 hours work.

The figures on dozers are based on a possible working force of five machines. It is possible that other dozers may have been on the project of which we have no record because a great number were moved onto and away from the job at various times during the life of the contract. Our diaries record only equipment working. However, the diaries and weekly reports show no more than five dozers working at any time between the first of August and the completion of the contract.

No idle time was considered after September 24, as the slide area had been repaired by that date, as stated on page three of the contractor's resume.

Mention was made in the resume of delay caused by operations of state drill crew. This crew moved onto the job on Monday August 24 but were unable to start drilling until the following week because the contractor's operations of opening the tow trench in which the drilling had to be done was not completed until Friday night, August 28th.

The entire claim is based on a situation that was an act of nature and not caused by action or inaction of the State Highway Department.

If consideration of payment of the claim is contemplated, it should, I think, be based on the figures set forth in this letter, or an audit made of the records of Morrison-Knudsen Company to determine more definitely the equipment listed as standing by on the job.

J C Hiatt
J. C. Hiatt
Resident Engineer

JCH:dj
Encl.

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS
PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

February 6, 1961

Oregon State Highway Department
P. O. Box 908
La Grande, Oregon

Attention: Mr. J. C. Hiatt, Resident Engineer

Gentlemen:

Re: Contract No. 5300 -
Grading and Oiling the Glover-Perry Section
of the Old Oregon Trail Highway
Union County, Oregon

Enclosed is our invoice in the amount of $42,493.44 for extra costs incurred under the above referenced contract due to delays occasioned by alterations in details of construction in the vicinity of station 520+00.

Timely notice of this condition was given to you in our letter dated August 3, 1959, where, in pertinent part, it was stated that:

> "Due to settlement of the completed embankment section at station 520+00 the Salt Lake Pipe Line Company's facilities are now being relocated, when completed the existing section must be reconstructed or alignment revised, this west bound roadway must be completed and traffic diverted from the existing highway before final construction of the east bound roadway in this area is completed. To date this condition has delayed construction in this location for approximately five weeks. Completion of this section will depend upon the availability and time to rebuild or relocate the embankment at this location and complete the remaining roadway as originally scheduled."

The need for acquiring additional right-of-way in connection with the relocation of the Salt Lake Pipe Line Corporation's petroleum pipe lines contributed substantially to these delays.

The entire amount of the attached invoice is for idle time of related equipment during the delay period. Attached to the invoice is a chronological narrative pertaining to the conditions surrounding the delay. Due to the fact that* this delay occurred at a time when the major portion of the work involved in the total contract was rapidly drawing to a close, there was no other place to use the equipment idled by the delay. Similarly, since there was work still to be performed at the location of the delay, the equipment could not be removed from the project to be used elsewhere. Thus, the Contractor suffered actual loss due to the involuntary forced idleness of this fleet of equipment.

Your early processing of the attached invoice as reasonable compensation for Contractor's actual loss will be appreciated.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

C. Donald Smith
Ass't. District Manager
Boise District

CDS:ldw

attachments

FORM E-20X—27,500—8-58—94688

OREGON STATE HIGHWAY DEPARTMENT
[illegible]
INTER-DEPARTMENT CORRESPONDENCE
August 5, 1959

SUBJECT: Glover-Perry Section
Old Oregon Trail Highway
Contract 5300

To: Mr. A. F. Parson
Division Engineer
La Grande

I am handing you a copy of a letter received from Morrison-Knudsen Co. asking for consideration of extension of time to complete their contract.

As of the first of this week, we are no longer charging work days against the contractor of this project until the conditions mentioned in his letter have improved.

J. C. Hiatt
J. C. Hiatt
Resident Engineer

JCH:dj
Encl.

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY
BOISE, IDAHO

[illegible] OFFICE
[illegible]
[illegible], OREGON

August 3, 1959

Oregon State Highway Department
P O Box 908
La Grande, Oregon

Attention : Mr. J. C. Hiatt, Resident Engineer

Gentlemen:

Reference is made to Contract Number 5300, Grading and Oiling the Glover-Perry Section of the Old Oregon Trail Highway located in Union County, Oregon.

Due to circumstances beyond our control, we cannot possibly perform work necessary to complete this contract within the specified 170 workdays which expire August 19, 1959.

Namely the following conditions have interrupted our construction schedule and delayed the completion of this contract:

Bids for the construction of the Grande Ronde River Bridge located at station 798/45 have not as yet been called for.

The bridge at station 655/60 is scheduled for completion in September, 1959.

Estimated completion date for the Hilgard Interchange structure located at station 624/48 is March of 1960. Backfilling and other necessary work in the vicinity of these structures cannot be scheduled until they are completed.

Due to settlement of the completed embankment section at station 520/00 the Salt Lake Pipeline Company's facilities are now being relocated, when completed the existing section must be reconstructed or alignment revised, this west bound roadway must be completed and traffic diverted from the existing highway before final construction of the eastbound roadway in this area is completed. To date this condition has delayed construction in this location for approximately five weeks. Completion of this section will depend upon the availability and time to rebuild or relocate the embankment at this location and complete the remaining roadway as originally scheduled.

Morrison-Knudsen Company, Inc.

GENERAL CONTRACTORS

PRINCIPAL OFFICE
[illegible] BROADWAY
BOISE, IDAHO

PENDLETON OFFICE
212 S. E. FIRST
PENDLETON, OREGON

August 3, 1959

We are of the opinion that these conditions warrant sufficient increase in worktime, without assessment of liquidated damages, to perform all work necessary for the completion of this contract.

Our performance bond policy No. 54 68 266, underwritten by the Fidelity and Deposit Company of Maryland, expires August 22, 1960.

Your early consideration of this matter will be appreciated.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

by ______________________
E. B. Potter
Area Manager

cc : Mr. J. A. Harker
Morrison-Knudsen Company, Inc.
P O Box 450, Boise, Idaho
cc : Wegener & Daly
Fidelity and Deposit Company of Maryland
First National Bank Building, Boise, Idaho
cc : Mr. Russell Healey
Morrison-Knudsen Company, Inc.
P O Box 748, La Grande, Oregon

RECEIVED
APR 27 1961
FOR FILING

I-82-6(12)247

5300

April 26, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5300 for grading-oiling the Glover-Perry Section of the Old Oregon Trail in Union County was completed by the contractor, Morrison-Knudsen Company, Inc., on October 20, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Our letter to you dated February 16, 1961, re the final payment on this contract is VOID, and the revised final payment in the amount of $42,377.32 will be released to the contractor on or after May 5, 1961. The total contract amount is $1,438,149.83, of which amount $51,286.08 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Company, Inc.,
P. O. Box 27
Pleasant Valley, Oregon

RECEIVED
APR 26 1961
FOR FILING

I-82-6(12)247

[illegible]

April 18, 1961

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Attention: Mr. E. B. Potter
Area Manager

Gentlemen:

Reference is made to your letter of March 1, 1961, returning the final estimate voucher on Contract No. 5300 unsigned because of claims for additional payments.

We are resubmitting the final estimate voucher, which includes Price Agreement No. 11, Claim No. 2, in your letter. Will you please sign the estimate and certificates and return to us to process for payment. We assure you that this will not prejudice other claims you have made. They are under consideration.

We call your attention to the section "Claims of Error or Omission in Final Estimate" on page [3] under ADDITIONAL SPECIAL PROVISIONS, FEDERAL-AID INTERSTATE HIGHWAY PROJECTS which is a part of this contract. Paragraph two of this section states that "The contractor by executing and returning the voucher and accepting payment therefor does not waive his claim or claims for additional compensation when said claims are submitted within the above-mentioned 90-day period".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
MAR 7 1961
FOR FILING

I-82-6(12)247

5300

1

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS
PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

March 1, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

We are returning herewith unsigned the final estimate voucher on Contract No. 5300 and two copies of the certificate required by the federal government, all mailed to us on the date of February 17, 1961.

In accordance with the provisions of Articles 1.9.6, 1.9.13, and 1.9.15 of the Standard Specifications and with the provision of the Article entitled, "Claims of Error or Omission in Final Estimate" showing on page five of the "Additional Special Provisions Federal-Aid Interstate Highway Projects," issue of December 1, 1957, we are returning this estimate unsigned since we have several outstanding claims and/or price agreements not contained in the final estimate. Listed below are the claims and/or price agreements not being covered in the final estimate:

1. Claim for rental on idle equipment in the amount of $42,493.44 mailed to the Resident Engineer by letter dated February 6, 1961.
2. A price agreement No. 11 sent to us on February 16, 1961, and covering the purchase of excess guard rails in the amount of $1,130.70.

We believe the claim is sufficiently documented and would appreciate your expeditious handling of these matters.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

Porter

E. B. Potter
Area Manager

EBP/CDS:ldw
Enclosures

RECEIVED
FEB 27 1961
FOR FILING

I-82-6(12)247

5300 THOMAS L. SMITH
SECRETARY

File

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS
EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

February 24, 1961

Fidelity and Deposit Company
of Maryland
900 Failing Building
Portland 4, Oregon

Re: Oregon State Highway Contract No. 5300
for grading-oiling the Glover-Perry Section
of the Old Oregon Trail, Union County, Oregon

Gentlemen:

Reference is made to the letter of February 16, 1961, from the State Highway Department of Oregon advising that the subject contract was formally accepted by the Oregon State Highway Commission on December 12, 1960, and referring to previous notification that claims have been filed against this contract.

The only claims of which we are aware are those resulting from the default of our subcontractor P. B. Doherty & Son. With the exception of one claim, these have been settled by Mr. J. G. Shotwell, individual surety for P. B. Doherty & Son. The only outstanding claim is that of Balzer Machinery Company in the amount of $402.21 for machinery repair parts. Mr. Shotwell is contesting this claim on the ground that the items furnished are not materials consumed in the contract work.

Yours very truly,

Thomas L. Smith

TLS:as

cc: Fidelity and Deposit Company
of Maryland, Baltimore
Oregon State Highway Department, Salem ✓
Mr. J. G. Shotwell
5908 SE 20th, Mercer Island, Wn.
Mr. Stuart G. Oles
1308 Northern Life Tower, Seattle 1, Wn.
Mr. Merlin Young, Pendleton Office
Mr. M. E. Burns, Boise Office

NOTED
C. W. HEAD

RECEIVED
FEB 17 1961

FOR FILING

I-82-6(12)24

5300

February 16, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5300 for grading-oiling the Glover-Perry Section of the Old Oregon Trail in Union County was completed by the contractor, Morrison-Knudsen Company, Inc., on October 20, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $41,246.62 will be released to the contractor on or after February 27, 1961. The total contract amount is $1,437,019.13, of which amount $51,286.08 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Company, Inc.,
319 Broadway
Boise, Idaho

RECEIVED
DEC 23 1960
FOR FILE
1-12-6(12)-41
5325

December 22, 1960

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morrison-Knudsen Co. Inc., on contract #5300 for grading-oiling the Glover-Perry Section of the Old Oregon Trail in Union County.

This payment, in the amount of $2,163.23, will be released to contractor on or after December 30, 1960. The retained percentage is $41,582.05.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
319 Broadway
Boise
Idaho

RECEIVED
DEC 19 1960
FOR FILING

1-82-6 (12) 247

5300

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1960, on Contract No. 5300, Olover-Perry Section, in Union County, in connection with Federal Aid Project No. I-80N-6(12)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Form E-1—(Rev.)—

1-82-6(12)247

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 113

For Week Ending October 21, 1960

Section Glover-Perry

Kind of work Grading and Oiling

Highway Old Oregon Trail County Union

Section prefix 31-1043 I-80N-6(12)247

Contractor Morrison-Knudsen Co., Inc.

Contract number 5300

Date of contract August 22, 1958

Specified work days 170

Date work started August 26, 1958

Work days used 168

Project authorization $1,833,485.96

Exclusive of engineering $1,703,104.74

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $1,586,322.63

Estimated per cent ~~overrun~~ or underrun 6.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $130,381.22

Engineering cost to date $106,670.00, 82 %

Date project was completed Oct. 20, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	None	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

18-inch culvert pipe in "A" line exit at the Upper Perry interchange was installed Monday.

Contractor worked the remainder of the week dressing cut east of station 803 to blue tops, burning scattered litter thru out the job and restoring river dike at Five Points Creek bridge.

Job was completed on Thursday.

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1960
NOTED

Signed J C Hutt

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.43	4.69		4.69	
Miles partially completed					
Miles completed	8.43	4.69		4.69	
Total estimated quantities (contract)	1,685,000 CY	86,100 Tons		Asph. Agg. 300 3,150	Tons
Total quantities corrected to date	1,662,000 CY	88,136 Tons		269 x 2,747	Tons
Estimated quantities moved or placed to date	1,662,000 CY	88,136 Tons		269 2,747	Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	[illegible]				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 2, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-moderate		
Tuesday	Fair-warm		
Wednesday	Partly cloudy moderate		
Thursday	Overcast-moderate		
Friday	Overcast-moderate		
Saturday			

RECEIVED
OCT 1960
FOR FILING

I-82-6([illegible])247

5300

October 10, 1960

Oregon State Highway Commission

Gentlemen:

At 8 a.m., on October 6, 1960, signs were installed establishing a 35-mile-per-hour construction speed zone on the Glover-Perry Section of the Old Oregon Trail for protection of paving operations. Your concurrence is recommended in the establishment of a 35-mile-per-hour construction speed zone on that section of the Old Oregon Trail, Highway No. 6, between M.P. 252.0 and M.P. 253.5.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
SEP 14 1960
FOR FILING

1-42-6(12)247
53--

Salem, Oregon
September 13, 1960

Mr. R. L. Porter

At long last I hand you herewith the first progressive billing from the Union Pacific Railroad Company covering work on the Glover-Perry Section of the Old Oregon Trail, work being done in the period from December 1958 to December 1959.

Will you please attend to checking and processing of this billing.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. C. A. Gardner

A

RECEIVED
JUN 30 1960
FOR FILING

I 82-6(2)-47

5300

June 29, 1960

Stern, Reiter, Day & Anderson
Attorneys at Law
Cascade Building
Portland 4, Oregon

Attention: Mr. Carlton R. Reiter

Gentlemen:

This is to acknowledge receipt of your communication of June 27 concerning P. B. Doherty & Sons.

This firm at the present time is not doing work for this department as a prime contractor. Our Construction Division informs us that they have been doing crushing as a subcontractor for Morrison-Knudsen Company, Inc., 319 Broadway, Boise, Idaho. This is Contract No. 5300 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County. This project was awarded August 22, 1958 and is approximately 99 percent complete. The surety is the Fidelity & Deposit Company of Maryland, through Robert B. Cumming, 900 Failing Building, Portland 4, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

STERN, REITER, DAY & ANDERSON
ATTORNEYS AT LAW
CASCADE BUILDING
PORTLAND 4, OREGON

SOL STERN
CARLTON R. REITER
FRANK E. DAY
NORMAN E. ANDERSON
ROBERT C. WALL

CAPITOL 8-9383

June 27, 1960

State Highway Commission
Salem, Oregon

Gentlemen:

Please advise us whether P. B. Doherty & Sons are presently engaged as general contractors or sub-contractors on any State Highway job.

We believe that they are engaged in a road building job somewhere in the vicinity of LaGrande, Oregon, but should like to have specific details if they are available.

Very truly yours

REITER, DAY & ANDERSON

Carlton R. Reiter
Carlton R. Reiter

CRR:cj

Sub on #5300
(Crushing)

Approx-99 % Complete

RECEIVED
JUN 28 1960
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
MAR 30 1960
FOR FILING
J 82-6(12)247
5300

March 29, 1960

Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

Gentlemen:

A letter, dated March 29, has been received from A. H. Saxton & Son, advising that they have received full payment which was due from P. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc. This appears to be in connection with State Highway Contract No. 5300 with Morrison-Knudsen for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert B. Cumming
900 Failing Building
Portland 4, Oregon

NOTED ON CARD
dc

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

March 29, 1960

Oregon State Highway Dept.
Salem, Ore.

Dear Sir:

This is to inform you, that we have received full payment from P.B. Doherty & Son all money due us from Contract # 5300, grading & oiling Glover Perry section of Old Oregon trail highway in Union Co.

We wish to cancel our claim against said contract.

Very truly yours,
O. H. Saxton & Son
By Donald E. Saxton

Ver. Corson
3-29-60
C.H.

RECEIVED
MAR 29 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 2 1960
FOR FILING

I 82-6(1)1247

5300

March 1, 1960

Fidelity & Deposit Co.,
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Morrison-Knudsen Company, Inc., a portion of the funds heretofore retained by the Commission on contract #5300 for grading-oiling the Clover-Perry Section of the Old Oregon Trail in Union County.

This payment, in the amount of $28,361.47, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $40,720.13. The present payment will be released on or after March 11, 1960.

Claims have been filed against this contract of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Fidelity & Deposit Co.,
Baltimore 3
Maryland

RECEIVED
JAN 19 1960
FOR FILING

[illegible]

5300

January 19, 1960

Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

Gentlemen:

The Secretary of State has received a letter, dated January 14, from the Industrial Machinery & Supply Co., advising that they have received a check in the amount of $1,653.03 which covers the claim they had filed against P. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc.

Our records indicate this to be State Highway Contract No. 5300 with Morrison-Knudsen for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert B. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

Industrial Machinery & Supply Co.

Phone 1 - - Box 775
LA GRANDE, OREGON

January 14, 1960

Howell Appling, Jr.
Secretary of State
Salem, Oregon

RE: Your file # 3669
Claim against P. B.
Doherty & Son, contractors

Dear Sir:

Please be advised that we have received a check, in the amount of $1,453.03, which covers the claim we have filed with you against P. B. Doherty & Son on Morrison-Knudsens' job.

Thank you for your courteous cooperation in this matter.

Respectfully yours,

INDUSTRIAL MACHINERY & SUPPLY COMPANY

Layton V. Graham HC

Layton V. Graham

Highway Job #5300

LVGdnr

RECEIVED
JAN 15 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 18 1960
FOR FILING

I 12 6(2)597

5300

January 15, 1960

W. H. Bohnenkamp Co.
La Grande, Oregon

Attention: Mr. C M. Bohnenkamp

Gentlemen:

This is to acknowledge receipt of your letter of January 13 concerning a claim, which you wish to file, for powder furnished to P. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc., on State Highway Contract No. 5300 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We have checked the status of this job with our Construction Division and have been informed by them that this contract is approximately 93 percent complete.

There is no special form on which to file your claim. As stated in our letter to you of October 16, 1959, your claim should be filed with the Secretary of State, Salem. We are attaching excerpts from the Oregon Laws outlining the filing procedure and have marked in red the form to follow.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

C. M. BOHNENKAMP HAL BOHNENKAMP L. A. BOHNENKAMP

W. H. BOHNENKAMP CO.

ESTABLISHED 1896

HARDWARE • FURNITURE

LA GRANDE, OREGON 1/13/60

#5300

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen:- We wish to file a claim on the highway job recently completed by the Morrison Knudson Co. at Hilgard. This claim is for powder furnished to the P. H. Doherty Co. a subtractor on the job and it is for powder furnished the Doherty Co. We wrote you abou this several weeks ago.

It is our information that we should file a claim on blanks that you will furnish on request. If so we would like you to furnish us with several so that we can furnish the Morrison Knudson with a copy. They know of our claim. We hope you will send us some blanks at once so that we may get this in quickly.

Very truly yours,
W. H. BOHNENKAMP CO.,
By Bohnenkamp

Constr-Div- 1/15/60
Approx- 93% Complete

RECEIVED
JAN 14 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 31 1959
FOR FILING

J. [illegible] 47

[illegible]

December 31, 1959

Fidelity & Deposit Co. of Maryland
Robert B. Cumming, Manager
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Morrison-Knudsen Company, Inc., a portion of the funds heretofore retained by the Commission on contract #5300 for grading-oiling the Glover-Perry Section of the Old Oregon Trail in Union County.

This payment, in the amount of $29,929.97, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $40,910.80. The present payment will be released on or after January 11, 1960.

Claims have been filed against this contract of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co.,
Baltimore 3
Maryland

RECEIVED
FOR FILING
I-82-6(12)247
5300

NOTED
FLOYD QUERY

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3
BONDING FD INSURANCE

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

CLAIM DEPARTMENT

December 8, 1959

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon

#5310

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

Thank you for your letter of December 3 and enclosure with reference to balance owing Industrial Machinery & Supply Company by P. B. Doherty & Son, Inc.

Very truly yours,

W. D. Bollinger

WDB:mh

RECEIVED
DEC 10 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 4 1959
FOR FILING

[illegible]

5300

December 3, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

Gentlemen:

Attached is a copy of a claim in the amount of $1,438.57 which has been filed with the Secretary of State by Industrial Machinery and Supply Company for materials furnished to P. B. Doherty & Son, subcontractor. This appears to be in connection with State Highway Contract No. 5300 with Morrison-Knudsen Company, Inc., for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Robert B. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
lc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

November 23, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received and filed as of today from Industrial Machinery & Supply Co., La Grande, Oregon, a notice of claim same for materials furnished in the sum of $1,383.14 plus carrying charges in the sum of $55.43, making a total of $1,438.57 and whatever carrying charges may accumulate in the future and before such time as this account is closed, against the bond taken from Morrison-Knudsen Construction Company by the Fidelity & Deposit Company, 900 Failing Building, Portland 4, Oregon for the work of P. B. Doherty & Son, in their performance of a sub-contract on State Highway Job #5300 Glover-Perry Section of the Old Oregon Trail.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
DEC 3 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Industrial Machinery & Supply Co.

Phone WO-3-4623 Box 775
LA GRANDE, OREGON

November 20, 1959

To Howell Appling, Secretary of State

Notice is hereby given that the undersigned, Industrial Machinery & Supply Company of La Grande, Oregon, has a claim for materials furnished in the sum of $1,383.14, plus carrying charges in the sum of $55.43, making a total of $1,438.57, and whatever carrying charges may accumulate in the future and before such time as this account is closed, against the bond taken from Morrison-Knudsen Construction Company by The Fidelity & Deposit Company, 900 Failing Building, Portland 4, Oregon, for the work of P. B. Doherty & Son, Contractors, in their performance of a sub-contract on State Highway Job # 5300 Glover-Perry section of the Old Oregon Trail.

Layton V. Graham
(Partner)

Harry K. Karns
(Partner)

INDUSTRIAL MACHINERY & SUPPLY COMPANY
P. O. Box 775
La Grande, Oregon

cc: Secretary of State Highway Commission
c/o State Highway Commission
Salem, Oregon

The Fidelity & Deposit Company
900 Failing Building
Portland 4, Oregon

Mr. Tom Smith
Morrison-Knudsen Company
319 Broadway
Boise, Idaho

File # 3669

FILED
NOV 23 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED

FOR FILING
2-82-6(12)247

5300

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING INSURANCE

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

CLAIM DEPARTMENT

November 10, 1959

Mr. Floyd Query, Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

Thank you for your letter of November 4 with reference to balance owing Industrial Machinery & Supply Company by P. B. Doherty & Son, subcontractor to Morrison-Knudsen Company, Inc.

Very truly yours,

W. D. Bollinger

WDB:mh

NOTED
FLOYD QUERY

RECEIVED
NOV 12 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV -5 1959
FOR FILING

[illegible]

[illegible]

November 4, 1959

Industrial Machinery & Supply Co.
P. O. Box 775
La Grande, Oregon

Attention: Mr. Layton V. Graham

Gentlemen:

This is to acknowledge receipt of your letter of November 2 informing us that P. B. Doherty & Son, subcontractors for Morrison-Knudsen Company, Inc., owe you $1,438.57 for materials furnished on State Highway Contract No. 5300 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We have checked with our Construction Division and they have informed us that this project is approximately 92 percent complete. The Fidelity & Deposit Co. of Maryland, through Robert B. Cumming, 900 Failing Bldg., Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the work and payment of all bills incurred in it.

The State does not withhold contract payments because of claims filed against the contractor unless the surety requests us to do so.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, this information will be noted in our records and we will advise the surety and the principal contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
dc

Industrial Machinery & Supply Co.

Phone 10071 - - Box 775
LA GRANDE, OREGON

November 2, 1959

Secretary of State Highway Commission
c/o State Highway Commission
Salem, Oregon

Dear Sir:

I am writing you with regards to an outstanding account which we have with P. B. Doherty & Son, Contractors, of 3105 N. E. 55th Street, Portland, Oregon.

Our material was furnished, to the above account, in their performance of a sub-contract under Morrison-Knudsen Company, on your job #5300 Glover-Perry section of the Old Oregon Trail.

Our last charge to them, for merchandise, was March 6, 1959, and from that date, the account goes back to September 22, 1958.

Mr. Doherty has completed that job and also, one at Halfway, Oregon, and still we have not been paid.

Morrison-Knudsen advises us that all monies have been paid to Mr. Doherty for job #5300.

We have written numerous letters to Doherty & Son, Morrison-Knudsen and J. G. Shotwell, who is Mr. Doherty's bonder, but with no results to date.

In talking with your division office, here in La Grande, they advised that we give you this information and perhaps you could help us in some way.

The account to November 1, 1959 totals $1,438.57.

Any help you can give us in this matter will be appreciated. Thank you.

Respectfully yours,

INDUSTRIAL MACHINERY & SUPPLY COMPANY

Layton V. Graham
Layton V. Graham

Cec,
please reply
J.C.

RECEIVED
NOV 3 1959
OREGON
STATE HIGHWAY COMMISSION

LVGdnr

A

RECEIVED
NOV -5 1959
FOR FILING
I 121(2)-47
C-O-D

November 4, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

A letter, dated November 2, has been received from the Industrial Machinery & Supply Co., P. O. Box 775, La Grande, Oregon, informing us that they still have a claim against F. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc., in the amount of $1,436.57. It appears that this pertains to our Contract No. 5300 awarded to Morrison-Knudsen for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert D. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
dc

CWH:fp

RECEIVED
OCT 27 1959
FOR FILING

I 82 6(2)247

5300

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING INSURANCE

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

CLAIM DEPARTMENT

October 21, 1959

#5300

Mr. Floyd Query, Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

Thank you for your letter of October 16 with reference to balance owing W. H. Bohnenkamp Company by P. B. Doherty & Son, subcontractor to Morrison-Knudsen Company, Inc.

Very truly yours,

W. D. Bollinger

WDB:mh

NOTED
FLOYD QUERY

RECEIVED
OCT 26 1959
SALEM
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1959
FOR FILING
[illegible]
5300

October 16, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

A letter, dated October 12, has been received from W. H. Bohnenkamp Co., La Grande, Oregon, advising that P. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc., owe them $388.70 for powder. This appears to be in connection with State Highway Contract No. 5300 with Morrison-Knudsen for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert B. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
LC

CWM:fp

A

RECEIVED
OCT 19 1959
FOR FILING

October 16, 1959

W. H. Bohnenkamp Co.
La Grande, Oregon

Attention: Mr. G. M. Bohnenkamp

Gentlemen:

This is to acknowledge receipt of your letter of October 12 informing us that P. B. Doherty & Son, subcontractor for Morrison-Knudsen Company, Inc., owe you $388.70 for powder furnished on the Hilgard job. From the description given this appears to be State Highway Contract No. 5300 with Morrison-Knudsen for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County. Our Construction Division have informed us that this project is 86 percent complete.

The Fidelity & Deposit Co. of Maryland, through Robert B. Cumming, 900 Failing Building, Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission you should file the claim with the Secretary of State. We are attaching excerpts from the Oregon Laws outlining the filing procedure. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.
CWH:fp

NOTED ON CARD

M. BOHNENKAMP HAL BOHNENKAMP L. A. BOHNENKAMP

W. H. BOHNENKAMP CO.

ESTABLISHED 1896

HARDWARE • FURNITURE

LA GRANDE, OREGON 10/12/59

Oregon State Hoghway Commission,
Salem, Oregon,

Gentlemen:- We are writing you at this time to advise that we have a bill out-standing against the P. D. Doherty & Son for powder furnished on a sub contract with the Morrison-Knudson Co. on their Hilgard job. This material was furnished in early October a year ago. We have been unable to secure any payment or settlement of same.

$5300
86% Complete

We have filed a claim with the Morrison-Knudson Co. at their Pendleton office. We know that there were other claims filed there also. A meeting was held in Pendleton at the time that Doherty Co. finished there between Doherty, his bonding company and the Morrison Knudson Co. Morrison Knudson Co., advised us that the bonding company had agreed to pay these claims but so far we have received no settlement. Mr. Doherty wrote us some time later that he hoped to be able to settle soon.

We believe the Morrison Knudson Company expect to finish soon at Hilgard and we would like you to have knowledge of this claim. Your La Grande office has advised us that your office will require that settlement of bills is made before the Morrison Knudson Co. will receive their final settlement. The net amount of our claim, without any interest is 388.70.

Please advise us about this. We think that the Doherty Co. are sincere in wanting to meet their obligations but we are not so sure of their ability. We would like to get a settlement b efore the job is completed and released by your office.

Hopeing we may hear from you, we are,

Very truly yours,
W. H. BOHNENKAMP CO.,
By

[illegible]

RECEIVED
OCT 14 1959
OREGON
STATE HIGHWAY COMMISSION

NO[illegible]
C. W. HEAD

RECEIVED
OCT 19 1959
FOR FILING

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3
BONDING FD INSURANCE

A

[illegible]

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

5300

CLAIM DEPARTMENT

October 14, 1959

Mr. Floyd Query, Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

Thank you for your letter of October 8 and enclosure with reference to balance owing Industrial Air Products Company by P. B. Doherty & Sons, subcontractor to Morrison-Knudsen Company, Inc.

Very truly yours,

W. D. Bollinger

W. D. Bollinger

WDB:mh

NOTED
FLOYD QUERY

RECEIVED
OCT 16 1959
STATE [illegible]

RECEIVED
OCT 9 1959
FOR FILING
I 82-6 [illegible]-77
5300

October 8, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

Attached is a copy of a claim in the amount of $100.02 which has been filed with the Secretary of State by Industrial Air Products Company for materials furnished to P. B. Doherty & Sons, subcontractor to Morrison-Knudsen Company, Inc., prime contractor. This appears to be in connection with State Highway Contract No. 5300 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Robert B. Cumming
909 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

October 7, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Mr. David J. Krieger, c/o Messrs. Black, Kendall & Tremaine, 1200 Cascade Building, 1200 Cascade Building, Portland 4, Oregon, attorneys and filed as of this date, a notice of claim by Industrial Air Products Co., for materials to-wit: Oxygen and Acetylene Gases and welding rods, furnished by the same to P. B. Doherty & Sons in the sum of $100.02, againstthe bond taken from Morris-Knudsen Company, Inc., principal and the Fidelity and Deposit Co. of Maryland, surety, through Robert B. Cumming, 900 Failing Building, Portland 4, Oregon, for the work of grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Oregon.

We are enclosing three copies of the claim for your informationand files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Frances Koop
Public Records Section

#5300

GS:FK
Enc.

RECEIVED
[illegible] 1959
OREGON
STATE HIGHWAY COMMISSION

TO: SECRETARY OF STATE OF THE STATE OF OREGON

NOTICE OF CLAIM

Notice is hereby given pursuant to O.R.S. 279.526, and 279.528, that the undersigned, Industrial Air Products Co., has claim for materials to-wit: Oxygen and Acetylene Gases and welding rods, furnished by Industrial Air Products Co. to P. B. Doherty & Sons in the sum of $100.02, against the bond taken from Morris-Knudsen Company, Inc. and The Fidelity and Deposit Co. of Maryland through Robert B. Cumming, 900 Failing Building, Portland 4, Oregon, for the work of grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Oregon.

INDUSTRIAL AIR PRODUCTS CO.

By Gilbert Schnitzer
Gilbert Schnitzer, President

File #3662

FILED
OCT 7 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 7 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

BLACK, KENDALL & TREMAINE
PORTLAND, OREGON

RECEIVED
1959
FOR FILING

I 12-6(12)24
5300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1959

SUBJECT: Perry-Glover Section
Old Oregon Trail Highway
Contract No. 5300

To: Mr. Leonard I. Lindas
Chief Counsel
Office

Pursuant to your request of September 14, we have had an investigation made regarding the claim made by R. J. Green, Attorney, in behalf of Margrita Coppers for blast damage to their springs and well.

I forward herewith copies of the reports and a sketch map showing the location. From an inspection of the sketch map, it would appear that the claim is, as Mr. Hiatt puts is, preposterous.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 29, 1959

SUBJECT: Perry-Glover Section
Old Oregon Trail Highway
Contract No. 5300

To:

Mr. Tom Edwards
Construction Engineer
Salem

Attention: L. H. Young

Pursuant to your request of September 15th Mr. Hiatt has made an investigation and sketch concerning the complaint of Margrita Coppers. I concur with Mr. Hiatt that there certainly is no basis for a claim for the loss of spring water.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION
RECEIVED
SEP 30 1959
NOTED-- ☐ ☐ ☐ ☐ ☐

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 24, 1959

SUBJECT: Perry-Glover Section
Old Oregon Trail Highway
Contract 5300

To:

Mr. A. F. Parson
Division Engineer
La Grande

In compliance with a request by Mr. Bickmore dated September 16th, I am handing you a sketch map on vellum,drawn to a scale of 400' = 1", showing the location of the springs and well located on the property of Margrita Coppers, in the Town of Hilgard, in relation to the location of blasting work done by Morrison - Knudsen Company.

I have talked to Mrs. Coppers. She states that this is the first year to her knowledge that their has been insufficient water in the various sources to supply her demands. To me the claim for damage seems preposterous due to the fact that a ridge 500 to 600 feet high and a half mile across, and the canyon occupied by Five Points Creek lies between her property and the blasting area.

J C Hiatt
J. C. Hiatt
Resident Engineer

JCH:gb

RECEIVED
SEP 24 1959
DIVISION OFFICE
LA GRANDE

RECEIVED
SEP 21 1959
FOR FILING

A

PORTLAND AND MEDFO[illegible], OREGON
[illegible] SPOKANE AND [illegible]NEWICK, WASHINGTON

INDUSTRIAL AIR PRODUCTS CO.

HOME OFFICE
3200 N. W. YEON AVE.
PHONE CAPITOL 2-9231
PORTLAND 10, OREGON
CABLE ADDRESS: INDAIR

I-82-6(12)247

5300

September 18, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query
Secretary

Thanks very much for your letter of September 1, 1959, and upon further checking we find that your letter is correct in accordance with the information we have covering activity on the part of the P. P. Doherty people on Contract No. 5300.

Needless to say, we will pass this information along to our attorneys for immediate action in this matter.

INDUSTRIAL AIR PRODUCTS CO.

W M Ellis

W. M. Ellis, Office Manager

WME/ep

NOTED
FLOYD QUERY

RECEIVED
SEP 21 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 3 1959
FOR FILING

[illegible]

[illegible]

September 1, 1959

Industrial Air Products Co.
3200 N. W. Yeon Ave.
Portland 10, Oregon

Attention: Mr. W. M. Ellis
Office Manager

Gentlemen:

This is to acknowledge your letter of August 31 furnishing us with additional information that P. B. Doherty & Son were subcontractors for Morrison-Knudsen Company, Inc., on a highway project on US30, west of La Grande. From your description, this appears to be our State Highway Contract No. 5300 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Morrison-Knudsen being the prime contractor on this project.

In your letter of August 24 you mentioned that P. B. Doherty & Son owe you a sizable bill in connection with their operations on this state highway contract. The State does not recognize subcontractors on projects but looks to the prime contractor and the bonding company for satisfactory completion of the contract and payment of all bills incurred in it. The Fidelity and Deposit Co. of Maryland, through Robert B. Cumming, 900 Failing Building, Portland 4, furnished the performance bond for this contract.

This contract is 85 per cent complete. If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
Jmc
9/3/59

PORTLAND AND MEDF D, OREGON
SEATTLE – YAKIMA – SPOKANE AN NNEWICK, WASHINGTON

INDUSTRIAL AIR PRODUCTS CO.

HOME OFFICE
3200 N. W. YEON AVE.
PHONE CAPITOL 2-9231
PORTLAND 10, OREGON
CABLE ADDRESS: INDAIR

August 31, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query
Secretary

Subject: P. B. Doherty & Son

We have your letter of August 25, 1959 regarding P. B. Doherty & Son, and according to the information we have from our representative in Eastern Oregon these people were a sub-contractor under the Morrison-Knudsen Co., Job on Hiway 30, West of La Grande, when the indebtedness they are still owing us, was incurred.

Rest assured that any further information you can give us on this will be appreciated as we can not even get a reply from Doherty regarding the account at the present time as they are located near Halfway, Oregon doing a rock crushing job at that point.

INDUSTRIAL AIR PRODUCTS CO.

WMEllis
W. M. Ellis, Office Manager

WME/ep

Cec
please prepare reply
F.E.

NOTED ON CARD
9/3/59

RECEIVED
SEP 1 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1959
FOR FILING

FORM 230x—12½M—[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 14, 1959

Tom Edwards
Construction Engineer

To: OFFICE

SUBJECT: Margrita Coppers v.
State Highway Commission
Blast Damage-Morrison-Knudsen Co.

Attached hereto is a copy of a letter received from R. J. Green on behalf of Margrita Copper relative to blast damage in the construction of our highway near Hilgard and a copy of my letter to Mr. Green in which I deny liability on the part of the State.

I think it would be well, however, to have our own investigation made of the complaint so that we may know what the true facts are.

L. I. LINDAS
Chief Counsel

LIL:mab

Attach:

cc - Forrest Cooper

NOTED
[illegible]

RECEIVED
[illegible] 1959
OFFICE OF [illegible]
[illegible] ENGINEER

RECEIVED
FOR FILING
[illegible]
5300

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3
BONDING FD INSURANCE

E. B. McCAHAN, Jr.
VICE-PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

CLAIM DEPARTMENT

September 9, 1959

Mr. Floyd Query, Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

We have and thank you for your letter of September 1 with reference to balance owing Industrial Air Products Company by P. B. Doherty & Son, subcontractor of Morrison-Knudsen Company, Inc.

Very truly yours,

W. D. Bollinger

WDB:mh

RECEIVED
SEP 11 1959
OREGON
STATE HIGHWAY COMMISSION

FLOYD QUERY

RECEIVED
SEP - 3 1959
FOR FILING

[illegible]

note on card

September 1, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

A letter, dated August 31, has been received from Industrial Air Products Company, 3200 N. W. Yeon Ave., Portland, advising that P. B. Doherty & Son, Portland, owe them a sum of money (amount not stated). This appears to be in connection with our Contract No. 5360 for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County. Morrison-Knudsen Company, Inc., is the prime contractor on this job and P. B. Doherty & Son a subcontractor.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert B. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
gmc
9/3/59

RECEIVED
SEP - 3 1959
FOR FILING

I-8N 6(12)247

In replying, refer to:
08-35.4-DA

5300

A

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

608 State Highway Building
Salem, Oregon

August 31, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Glover-Perry Section of Old Oregon Trail
Highway in Union County - Project No.
I-80N-6(12)247 - Order for State Force
Work - Horizontal Drains
Estimated Cost - $4,000
Federal Funds - $3,600

Dear Sir:

Reference is made to your letter dated August 26, 1959 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Ref for Edw

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 31 1959

~~FOR FILING~~

[illegible]

5300

August 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide correction on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5300, in connection with Federal Aid Project No. I-80N-6(12)247.

Embankment foundation has failed between Stations 517+50 and 524+00 causing the fill to subside. It is planned to excavate a toe trench, install perforated pipe and backfill with pervious rock. Horizontal drains are to be constructed under Order for State Force Work No. 9. The center line of the west bound lane is to be moved southerly, the slope flattened and a counterbalance placed on the toe. An illustrative sketch showing the proposed work is attached.

This work has been discussed with and has been verbally approved by BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
AUG 27 1959
FOR FILING

T 82-[illegible]-1-47

5300

August 27, 1959

Union Oil Company of California
2901 Western Avenue
Seattle 11, Washington

Attention: Mr. F. W. Price

Dear Mr. Price:

Contract No. 5315, awarded to E. H. Itschner Company, was completed July 9, 1959 and accepted by the Highway Commission on August 13, 1959.

Concerning Contract No. 5300, awarded to Morrison-Knudsen Company, Inc., our records show that the contract has not yet been completed.

In order to protect any claims which you might have against the bond furnished by the contractor for a period longer than six months following acceptance of the contract by the Highway Commission, the claims should be filed with the Secretary of State.

This is in reply to your letters of August 26, 1959.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

Union Oil Company of California

2901 WESTERN AVENUE SEATTLE 11, WASHINGTON

August 26, 1959

State of Oregon
Department of Highways
Salem, Oregon

Contract #5300
Morrison-Knutson Co.
Prime Contractor

Gentlemen:

Our file does not reflect completion and acceptance dates of this contract. We request that you give us the date on which the contract was completed, the date on which it was accepted, and the date on which our rights against the payment bond expire.

Thank you.

Yours very truly,

F W Price
Credit Department

F.W.Price
ga

FORM 401 SEA.

RECEIVED
AUG 27 1959
FOR FILING

I 82-6(12)247

5300

August 26, 1959

Mr. L. O. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 9, Account No. 233, covering horizontal drains on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5300, in connection with Federal Aid Project No. I-80N-6(12)247.

This work is necessary to drain embankment and embankment foundation where failure has occurred. Embankment repair and line revision is to be done under Order for Extra Work.

The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract. The work will need to be coordinated with the contractor's operations and would materially increase costs if contracted.

The total estimated amount of the order is $4,000.00 with Federal participation of $3,600.00

Your approval of this order at agreed unit prices under the provisions of PPM 21-4.3 is requested. The work has been approved verbally by B. P. R.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
JUL 28 1959
FOR FILING

[illegible]

5300

July 27, 1959

Mr. C. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Glover-Perry Section in Union County and
Hood River-Shogren Section in Hood River County

We have two sections of the Interstate Highway now practically complete. Our expenditures on these sections are approximately $1,500,000. We can not collect our Federal Aid until the agreements between the State and the Railroad Company are executed and delivered to the Bureau of Public Roads.

On the Glover-Perry Section we received a permit of entry on August 20, 1958, and returned this permit approved on August 22, 1958, along with the contract, specifications and plans. On the Hood River-Shogren project, permit of entry was received on March 3, 1959, and returned to you on March 4, 1959. Contract, specifications and plans were forwarded to you on March 5, 1959.

We are quite anxious to make our application to the Federal Government for reimbursement and anything you can do to expedite the preparation of the agreements on the above projects would be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
cc Mr. R. H. Brown
Mr. W. C. Williams
Mr. R. L. Porter

A

RECEIVED
JUL 13 1959
FOR FILING

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Glover-Perry Section
Old Oregon Trail Highway
Union County-Contract No. 5300
Project No. I-80N-6(12)247

July 13, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith is one copy of the proposed contract and specifications for adjusting pipe lines of the Salt Lake Pipe Line Company on the subject project. This advance copy is for your information and early checking. Additional copies of the conformed contract and tabulation of bids received will be submitted as soon as award is made and they have been received by the State.

Enclosed also are three copies of the sketch showing the relocation of the pipe lines.

Approval for the contract work and authorization to proceed with the work by the Company was given in your letter of June 29, 1959, your file 08-35.5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
encls.

RECEIVED
JUL - 7 1959
FOR FILING

I-82-6(12)247

5300

July 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Glover-Perry Section
Old Oregon Trail Highway
Union County
Contract No. 5300
Project No. I-80N-6(12)247

Dear Sir:

Herewith are three copies of Assistant Counsel's letter concerning the relocation of two 8-inch petroleum products pipe lines owned by the Salt Lake Pipeline Company on the subject project. Relocation of the lines is necessary due to slide conditions endangering the lines in their present location.

Also enclosed are three copies of a teletype from the Company with estimate of the work and list of five qualified contractors from whom bids are to be solicited.

Approval for doing the contract work and starting the work to be done by Company forces was approved in your letter of June 29.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

Enc.

RECEIVED
JUN 30 1959

FOR FILING
I-826(12)247

5300

Salem, Oregon
June 29, 1959

Salt Lake Pipeline Co.
Petroleum Products Pipe
Line Adjustment, Glover-
Perry Section (I-80N-6(12)247
Old Oregon Trail Highway,
Union County

Mr. Tom Edwards

Herewith three copies of a letter from the Bureau of Public Roads authorizing readjustment of Salt Lake Pipeline Company facilities on the above project. Please make the proper distribution of the attached copies.

GSP:gm
Attach.

G. S. Paxson

cc Mr. Forrest Cooper

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Salt Lake Pipeline Co.
Petroleum Products Pipe
Line Adjustment - Glover-Perry
Section (I-80N-6(12)247
Old Oregon Trail Highway
Union County

Dear Sir:

You are hereby authorized, as of June 29, 1959, to proceed with the pipeline adjustment referenced above.

Federal participation will be withheld pending receipt and approval of the revised cost estimate and project agreement, and the utility agreement with supporting documentation, as required by PPM 30-4.

Approval is given for use of the contract method of accomplishment of a portion of the work, as requested in your letter of June 29, 1959.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
District Engineer

RECEIVED
JUN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL - 1 1959
FOR FILING
I 82-6 (12) 247

5306

June 29, 1959

Subject: Salt Lake Pipe Line Company
Petroleum Prod. Pipe Line Adjustment
Clover-Perry Section (I-82-6(12)247)
Old Oregon Trail Highway
Union County

Mr. C. O. Polk
Bureau of Public Roads
Salem, Oregon

Dear Sir:

We hereby request immediate authorization to proceed under the terms of PPM 30-4 with the adjustment of two petroleum products pipe lines on this project. A fill foundation failure near Station 520 has endangered the lines to the extent that an immediate relocation of the lines is necessary. The adjustment will require the relocation of the lines between Stations 516+50 and 526+50, involving a total of 2,300 feet of new line. The maximum movement will be approximately 150 feet to the northeast.

The line in this location was originally placed on U. S. Government land (Forest Service) for which a use permit was obtained by the pipeline company. A portion of this line was relocated at the State's expense in 1955 or 1956 (see our R/W file 24142). A change to free alignment at the request of the Bureau of Public Roads caused the fill slope in this section to come much closer than was originally planned to the pipeline.

Since the failure was not the fault of the contractor, it is the obligation of the State and not the contractor to reimburse the pipeline company for the necessary work. This is a rock fill on an existing sloping hillside, and was brought up the full 55 feet from the toe. Failure came after the fill was completed, and was due to unknown latent conditions in the existing ground.

The company has submitted a rough estimate of cost for this relocation. The total amount of the relocation is $33,500, of which $19,000 is to be by contract. This contract will undoubtedly be a negotiated contract, which is customary on emergency work of this nature.

Your approval of contracting a portion of this work is requested.

Very truly yours,

G. S. Paxson
Asst. State Highway Engineer

CHB:jw:law

cc: Tom Edwards

FORM E-123-X 50M 2-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAY 1 , 1959
FOR FILING

I-82-6512 1247

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NOTED
W. C. WILLIAMS

May 14, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans for paving work on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, bids for which are to be received in Salem on May 26, 1959.

This is primarily a paving project; however we are removing an existing structure which spans your tracks, which is indicated on sheet 4 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the standard insert "Relations with Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 33 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: G. S. Payson ✓
J. W. DeSouza

RECEIVED
MAY 11 1959
FOR FILING

[illegible]

CARROLL F. EAPP
VICE PRESIDENT
AND
SECRETARY
5300

A

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

May 8, 1959

Fidelity and Deposit Company
of Maryland
405 Montgomery Street
San Francisco 4, California

Attention: Mr. John L. Connolly
Claim Department

Re: File No. 27 886

State of Oregon
Bond No. 54 68 266 - Contract No. 5300

Various Creditors vs. P. B. Doherty & Son, Subcontractor
to Morrison-Knudsen Company, Inc., on Glover-Perry Section
of the Old Oregon Trail in Union County, Oregon

Gentlemen:

Receipt is acknowledged of your letter of May 4, 1959, advising of the claims filed with the Secretary of State of Oregon by A. H. Saxton and Son and the Industrial Machinery and Supply Company against our payment bond underwriten by you on the subject contract with the Oregon State Highway Commission.

We wish to advise that in a meeting held in our Pendleton Office on Thursday, April 23, 1959, Mr. Doherty and his Surety, Mr. J. G. Shotwell, assured us that they would undertake immediately to make satisfactory arrangements with Mr. Doherty's creditors for the payment of all outstanding accounts and have the release of claims filed with the Oregon State Highway Commission.

Arrangements were made that day with A. H. Saxton and Son whereby a cash payment in the amount of $3,000 would be made on the account, the balance to be secured by a promissory note guaranteed by Mr. Shotwell. We have not been advised of arrangements made for payment of the claim of Industrial Machinery and Supply Company, however, we are confident that Messrs. Doherty and Shotwell have contacted that firm and have made proper arrangements for eventual payment of that account.

NOTED
[illegible]

NOTED
FLOYD QUERY

We have been advised of other claims which have been filed with the Oregon State Highway Commission, and Messrs. Doherty and Shotwell are taking care of these also. Fortunately, Mr. Shotwell is solvent and has plenty of money and doesn't mind in the least seeing that Mr. Doherty's debts are made good.

Yours very truly,

Carroll F. Zapp

CFZ:as

cc: Mr. P. B. Doherty
3105 N. E. 55th Avenue
Portland 13, Oregon
cc: Mr. J. G. Shotwell
5908 Southeast 20th
Mercer Island, Washington
cc: Mr. Merlin Young
Morrison-Knudsen Company, Inc.
212 S. E. First Street
Pendleton, Oregon
cc: Oregon State Highway Commission
Salem, Oregon

RECEIVED
MAY 7 - 1959
FOR FILING

I-82-6(12)247

THOMAS L. SMITH
ATTORNEY
5300

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

May 6, 1959

Ford's Tire Service
514 S. E. Emigrant Street
Pendleton, Oregon

Gentlemen:

We have received a copy of a letter dated April 28, 1959, addressed to Fidelity & Deposit Co. of Maryland from the Oregon State Highway Commission advising that your account in the amount of $510.15 against our subcontractor P. B. Doherty & Son has not been paid.

We wish to advise that Mr. Doherty and his surety Mr. J. G. Shotwell are undertaking to arrange satisfactory settlement of all outstanding accounts, and if you do not hear from either Mr. Shotwell or Mr. Doherty within the next two weeks, please advise.

Yours very truly,

Thomas L. Smith

TLS:as

cc: Mr. P. B. Doherty
Mr. J. G. Shotwell
Mr. Merlin L. Young
Oregon State Highway Commission ✓
Fidelity & Deposit Co. of Maryland
Mr. Robert B. Cumming

NOTED ON CARD

NOTED
FLOYD QUERY

MAY 7 1959

RECEIVED
MAY 6

FOR FILING
I 82 6(12) 247

5300

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING FD INSURANCE

E. B. McCAHAN, Jr.
VICE PRESIDENT AND GENERAL ATTORNEY
J. H. JACKSON
ASSISTANT GENERAL ATTORNEY

CLAIM DEPARTMENT

May 4, 1959

AIR MAIL

Mr. Floyd Query, Secretary
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Query:

Re: Cl.*25570 Morrison-Knudsen Co., Inc. - State of Oregon

We have and thank you for your letter of April 28 with reference to balance of $510.15 owing Ford's Tire Service by sub-contractor of Morrison-Knudsen Company.

Very truly yours,

W. D. Bollinger

WDB:mh

NOTED
FLOYD QUERY

RECEIVED
MAY 5 1959
STATE [illegible]

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RECEIVED
APR 20 1959
FOR FILING

T12-3(2)247
5300

April 20, 1959

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Gentlemen:

A letter has been received from Ford's Tire Service, 514 S. E. Emigrant St., Pendleton, advising that F. D. Doherty, subcontractor for Morrison-Knudsen Company on our Contract No. 5300, owes them $910.15 for tires furnished on this contract, which is for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Robert B. Cumming
900 Failing Building
Portland 4, Oregon

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
dc

A

RECEIVED
APR 29 1959
FOR FILING

[illegible]

5300

April 28, 1959

Ford's Tire Service
514 S. E. Emigrant Street
Pendleton, Oregon

Gentlemen:

This will acknowledge your letter of April 17 stating that P. B. Doherty, Portland, owes you $510.15 for tires. This appears to be in connection with our Contract No. 5300 with Morrison-Knudsen Company, Inc., for grading and oiling the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

Our Construction Division informs us that this project is approximately 65 per cent complete. The Fidelity and Deposit Co. of Maryland, through Robert B. Cumming, 900 Failing Building, Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

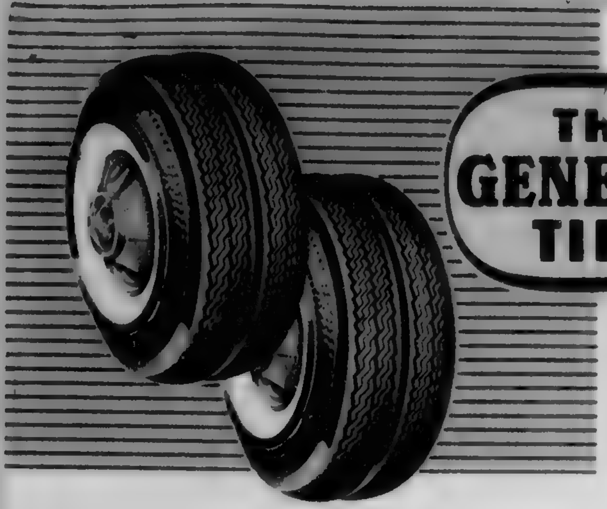
Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
ac



THE GENERAL TIRE

FORD'S TIRE SERVICE
514 S. E. Emigrant St. Phone Crestview 6-2152
PENDLETON, OREGON

FOR SAFE HUMAN MILEAGE

ASSOCIATES—

FORD'S TIRE SERVICE
1515 Adams Avenue
LaGrande, Oregon
Phone WO 3-2887

FORD'S TIRE SERVICE
North Main
Heppner, Oregon
Phone 6-9481

FORD'S TIRE SERVICE
Enterprise, Oregon
Phone 501

April 17,1959

Sub on contract 5300 (M-K)

[illegible]

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are writing in regard to P.B. Doherty, 3105 N. E. 55th, Portland, Oregon. He purchased tires from this firm on November 5,1958 for use on the rock crushing job on the Oregon State highway east of LaGrande. As of this date, he has not paid for this purchase.

We are enclosing two copies of the original billing. We will appreciate hearing from you in regard to this account.

Very truly yours,

Dorothy Enbysk
Dorothy Enbysk
Credit Manager

65% Complete
Constn Div.

DE:dot
enc. (2)

Rec. 4-20-59

KRAFT Recapping, Repairing, Alignment, Balancing, and Brake Service

GENERAL TIRE

FORD'S TIRE SERVICE

514 S. E. EMIGRANT PENDLETON, OREGON PHONE CR 6-2152

M. O. S. T.
BATTERIES

BRANCH
LA GRANDE, OREGON
PHONE WOODLAND 3-2887

BRANCH
HEPPNER, OREGON
PHONE 6-9481

BRANCH
ENTERPRISE, OREGON
PHONE 501

INVOICE DATE	INVOICE NO.
11-5-58	B 30803
CUSTOMER'S ORDER NO.	WORK ORDER NO.

CASH	OPEN A/C	GTAC	CREDIT MEMO
	X		

MAKE OF CAR	LICENSE NO.
SPEEDOMETER READING	VEHICLE NO.

SOLD TO
P. B. Doherty
3105 NE 55th
Portland, Oregon

QTY.	TIRE SIZE	TYPE	PLY	SERIAL NO.	EXCISE TAX	UNIT PRICE		AMOUNT	
1	1600-24	Firestone Rock Grip	20	108488G				500	00
1	1175	Jumbo stem installed						7	15
2		Jumbo spuds cured on				1	50	3	00

SUB TOTAL	510	15
TOTAL EXCISE TAX		
PAY THIS AMOUNT	510	15

Terms:

Until full payment is made, it is agreed that title to the right of possession of the property shall remain in the SELLER, that the PURCHASER will not sell, remove, or incumber the same without the written consent of the SELLER and that PURCHASER assumes and will remain responsible for all loss and damage to said goods, and that upon default of any payment or payments, SELLER may, at his option, repossess the merchandise or affirm sale and hold PURCHASER for the full unpaid balance. This agreement is executed in duplicate, one copy being given to the purchaser.
This note is given for the purchase of the personal property described herein, receipt and delivery of which is hereby acknowledged.

original signed by P.B. Doherty

Received By: ____________________

SALESMAN

KRAFT Recapping, Repairing, Alignment, Balancing, and Brake Service

GENERAL TIRE

FORD'S TIRE SERVICE

M.O.S.T
BATTERIES

514 S. E. EMIGRANT PENDLETON, OREGON PHONE CR 6-2152

BRANCH
LA GRANDE, OREGON
PHONE WOODLAND 3-2887

BRANCH
HEPPNER, OREGON
PHONE 6-9481

BRANCH
ENTERPRISE, OREGON
PHONE 501

INVOICE DATE	INVOICE NO.
11-5-58	B 30808
CUSTOMER'S ORDER NO.	WORK ORDER NO.

CASH	OPEN A/C	GTAC	CREDIT MEMO
	X		

MAKE OF CAR	LICENSE NO.
SPEEDOMETER READING	VEHICLE NO.

SOLD TO
P. B. Doherty
3105 NE 55th
Portland, Oregon

QTY.	TIRE SIZE	TYPE	PLY	SERIAL NO.	EXCISE TAX	UNIT PRICE		AMOUNT	
1	1600-24	Firestone Rock Grip	20	108488G				500	00
1	1175	Jumbo stem installed						7	15
2		Jumbo spuds cured on				1	50	300	
						SUB TOTAL		510	15
						TOTAL EXCISE TAX			
						PAY THIS AMOUNT		510	15

Terms:

Until full payment is made, it is agreed that title to the right of possession of the property shall remain in the SELLER, that the PURCHASER will not sell, remove, or incumber the same without the written consent of the SELLER and that PURCHASER assumes and will remain responsible for all loss and damage to said goods, and that upon default of any payment or payments, SELLER may, at his option, repossess the merchandise or affirm sale and hold PURCHASER for the full unpaid balance. This agreement is executed in duplicate, one copy being given to the purchaser.
This note is given for the purchase of the personal property described herein, receipt and delivery of which is hereby acknowledged.

original signed by P.B. Doherty

Received
By:

SALESMAN

RECEIVED
MAY 6 - 1959
FOR FILING

I 12-6 (12) 247

RICHARD A. WILLIAMS
CLAIMS ATTORNEY

5300

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3

BONDING FD INSURANCE

SAN FRANCISCO CLAIM OFFICE
405 MONTGOMERY STREET
SAN FRANCISCO 4

TELEPHONE EXBROOK 2-1188
PLEASE REFER TO FILE #37 886

May 4, 1959

State of Oregon
State Highway Department
Salem, Oregon

Re: Morrison-Knudsen Co, Inc.
Contract #5300

Attention: Mr. F. Query, Secretary

Gentlemen:

Your letter of April 20 to our Mr. Robert Cumming regarding claims filed with the Secretary of State on Contract #5300 awarded to Morrison-Knudsen Company, Incorporated has been referred to the writer for appropriate action.

Please be advised that we are taking this matter up with the Contractor and trust that we will be in a position to report favorably at a later date concerning disposition.

Very truly yours,

John L. Connolly

John L. Connolly
Claim Department

JLC:jg
cc: Mr. W. D. Bollinger
Claim #*25 570

Mr. Robert Cumming
Manager Portland Branch

RECEIVED
MAY 5 1959

NOTED
FLOYD QUERY

A

RECEIVED
1959
FOR FILING

T.82.6(1)1247
THOMAS L. SMITH
ATTORNEY
5300

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

April 25, 1959

Fidelity & Deposit Co. of Maryland
900 Failing Bldg.
Portland 4, Oregon

Re: Industrial Machinery & Supply Company vs.
P. B. Doherty & Son - Deliquent Account $1,383.14

Gentlemen:

Reference is made to the letter of April 20, 1959, from the Oregon State Highway Commission to you concerning the subject claim against P. B. Doherty & Son, our sub-contractor, on work for the Oregon State Highway Department.

At a meeting held in our Pendleton Office on Thursday, April 23, Mr. P. B. Doherty and his Surety, Mr. J. G. Shotwell advised that they would make the necessary arrangements for the payment of all deliquent accounts.

By copy of this letter to Industrial Machinery & Supply Company we are requesting that they advise us if arrangements have been made with them or in the event that eventual payment is not made.

Yours very truly,

Thomas L. Smith

TLS:ar
cc: Mr. Merlin Young, 212 S. E. 1st. St., Pendleton, Oregon
cc: Mr. P. B. Doherty & Son, 3105 N. E. 55th Ave., Portland 13, Ore.
cc: Mr. J. G. Shotwell, 5908 Southeast 20th, Mercer Island, Wn.
cc: Industrial Machinery & Supply Co. Box 775, LaGrande, Oregon
cc: Oregon State Highway Commission, Salem, Oregon

*5300

APR 27 1959

NOTED ON CARD

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
APR 23 1959
FOR FILING
I-22-6(12)347
5300

April 20, 1959

Fidelity & Deposit Co. of Maryland
900 Failing Bldg.
Portland 4, Oregon

Attention: Mr. Robert B. Cumming, Mgr.

Gentlemen:

A letter has been received from Industrial Machinery & Supply Company, Box 775, La Grande, Oregon, stating that they have a claim against P. B. Doherty & Son in the amount of $1,383.14 for various supplies furnished between September 22, 1958 and March 6, 1959. It appears that the claim pertains to our Contract No. 5300 awarded to Morrison-Knudsen Company, Inc., for work on the Glover-Perry Section of the Old Oregon Trail in Union County, and that P.B. Doherty & Son operated as subcontractors on this project.

We provide this information as your company appears as surety on the performance bond furnished for this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rms
cc: Fidelity & Deposit Co.
Baltimore 3, Maryland

Morrison-Knudsen Company, Inc.
319 Broadway, Boise, Idaho

NOTED ON CARD
dc

A

RECEIVED
APR 23 1959
FOR FILING

[illegible]

5300

April 20, 1959

Industrial Machinery & Supply Company
Box 775
La Grande, Oregon

Attention: Mr. Layton V. Graham

Dear Mr. Graham:

Your letter of April 15 addressed to the State Treasurer concerning a claim against P. B. Doherty & Son, contractors under Morrison-Knudsen Company, Inc., has been referred to this office for reply.

It appears that the project to which you refer is our Contract No. 5300 awarded to Morrison-Knudsen Company, Inc., for work on the Glover-Perry Section of the Old Oregon Trail. This contract has not yet been completed. The Fidelity & Deposit Co. of Maryland, 900 Failing Bldg., Portland 4, Oregon, furnished the performance bond for this contract, which bond is given to assure completion of the work and the payment of all bills incurred in the contract.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for such filing. In the meantime, the claim will be noted in our records and we will advise the principal contractor that your claim has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:me
enc.
~~cc: Mr. C. H. Maison~~

NOTED ON CARD
le

FORM E-30 50M 6-57

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1959

SUBJECT: Contract 5300

To: Floyd Query
Secretary
Building

I am attaching herewith a letter from the Industrial Machinery and Supply Company addressed to the State Treasurer, together with a copy of the State Treasurer's reply to them.

P. B. Doherty & Son had a sub-contract with the M-K Company on Contract 5300, grading and oiling on the Glover-Perry Section of U.S. 30 in Union County.

I would suggest you notify the surety with a copy of the letter to M-K Company regarding this claim of the Industrial Machinery and Supply Company.

C H Maison
C. H. Maison
Auditor

CHM:ch

Attachment

State of Oregon
Treasury Department
Salem

SIG UNANDER
State Treasurer

April 17, 1959.

Mr. Layton V. Graham,
Industrial Machinery & Supply Company,
Box 775,
La Grande, Oregon.

Dear Mr. Graham:

We regret very much that we cannot place in line for payment from state funds, your bill of $1,383.14 against P. B. Doherty & Son, subcontractors on a state highway construction contract.

COPY

We are referring the letter to the State Highway Department at Salem, for disposition. The department undoubtedly will write you concerning the status of the highway contract referred to in your letter.

Very truly yours,

SIG UNANDER, State Treasurer,

By
Deputy.

FHP:cpm
cc: State Highway Department, /
Salem, Oregon.

Industrial Machinery & Supply Co.

Phone WO-3-4623 Box 775
LA GRANDE, OREGON

April 15, 1959

State Treasurer
State of Oregon
Salem, Oregon

Dear Sir:

Attached please find statement for merchandise furnished to P. B. Doherty & Son, contractors, who had a sub-contract under M-K on the Perry-Hilgard road contract.

Please note that the statement covers merchandise from September22,1958 to March 6, 1959, when crushing job was completed.

Mr. Williams, state engineer, advised that we should send a copy to you and that you, in turn, would forward through proper channels, so that we may be paid.

There has been no challenge of the account, also, no answer to various requests for payment.

We have contacted the M-K office in Pendleton and they said they have no way of helping us.

Any consideration and help you can give us on this matter will be appreciated. Thank you.

Respectfully yours,

INDUSTRIAL MACHINERY & SUPPLY COMPANY

Layton V. Graham
Layton V. Graham

LVGdnr
Enc 1
(Statement covering
open account)

Telephone WO-3-4623 **TEMENT** 1410 Adams Ave

Industrial Machinery & Supply Co.

P. O. BOX 775
LA GRANDE, OREGON

In Account With

P. B. Doherty & Son
3105 N. E. 55th
Portland 13, Oregon

Date	Order No.	Charge	Credit	Balance
Sept 22,1958	5876	9.75		
"	5770	91.06		
"	5772	14.34		
"	5443	31.95		
30	6138	71.50		
"	6074	4.83		
Oct 7	6091	7.63		
"	6216	40.75		
21	6258	64.18		
"	6284	11.03		
"	6344	17.95		
23	6368	27.38		
"	6470	10.92		
28	6486	7.77		
30	6193	182.00		
31	44	589.60		
Nov 13	249	11.50		
21	192	12.49		
21	371	1.07		
26	476	3.62		
Dec 5	614	4.03		
18			300.00	
18	423	132.52		
18	502	157.24		
18	723	15.74		
29	543	25.70		
29	985	18.00		
31	743	30.51		
31	1001	14.79		1,309.85
				(FWD)

Telephone WO-3-4623 TEMENT 1410 Adams Ave

Industrial Machinery & Supply Co.

P. O. BOX 775
LA GRANDE, OREGON

In Account With

P. B. Doherty & Son -
3105 N. E. 55th
Portland 13, Oregon

Date	Order No.	Charge	Credit	Balance
				1,309.85
Jan 7,1959	1019	8.31		
21	1157	16.09		
31	1349	13.98		
Feb 6	1478	15.07		
18	1483	17.29		
Mar 6	1941	2.05		1,383.14

RECEIVED
1959
FOR FILING
I 82-6(12)247
5300
THOMAS L. SMITH
ATTORNEY

A

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

April 25, 1959

Fidelity & Deposit Co. of Maryland
900 Failing Bldg.
Portland 4, Oregon

Re: A. H. Saxton and Son vs.
P. B. Doherty & Son - Deliquent Account $7,000.00

Gentlemen:

Reference is made to the letter of April 20, 1959, from the Oregon State Highway Commission to you concerning the subject claim against P. B. Doherty & Son, our subcontractor, on work for the Oregon State Highway Department.

At a meeting held in our Pendleton Office on Thursday, April 23, Mr. P. B. Doherty and his Surety, Mr. J. G. Shotwell advised that they would make the necessary arrangements for the payment of all deliquent accounts. Also, we were advised by the Messrs. Doherty and Shotwell that they had agreed with A. H. Saxton and Son for the payment at this time of $3,000.00, with the balance of the account to be deferred for several months. By copy of this letter to A. H. Saxton and Son we are advising that we will mail them a check in the amount of $3,000.00 to apply on this account within the next week.

Yours very truly,

Thomas L. Smith

TLS:ar
cc: Mr. Merlin Young, 212 S. E. 1st St., Pendleton, Oregon
cc: Mr. P. B. Doherty & Son, 3105 N. E. 55th Ave., Portland 13, Ore.
cc: Mr. J. G. Shotwell, 5908 Southeast 20th, Mercer Island, Wn.
cc: Oregon State Highway Commission, Salem, Oregon
cc: A. H. Saxton and Son, Rt. 1, Box 370, Beavercreek, Oregon

#5300

NOTED
FLOYD QUERY

NOTED ON CARD
cc

NOTED
C W HEAD

RECEIVED
APR 21 1959
FOR FILING

I-82-6(12)247

5300

A

April 20, 1959

Fidelity and Deposit Co. of Maryland
Robert B. Cumming, Mgr.
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $7,000.00 which has been filed with the Secretary of State by A. H. Saxton and Son for rental of equipment furnished to Morrison-Knudsen Co., Inc., Boise, Idaho.

This appears to be in connection with our Contract No. 5300 for grading and oiling the Clover-Perry Section of the Old Oregon Trail Highway in Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

C[illegible]:cm
Attach.

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

Morrison-Knudsen Co., Inc.
319 Broadway
Boise, Idaho

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
cm

NOTICE OF CLAIM

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned A. H. Saxton & Son, Route 1, Box 370, Beavercreek, Oregon has a claim in the amount of $7,000.00 against the bond taken from Morrison-Knudsen Co., Inc., principal, and Fidelity & Deposit Company of Maryland, surety, for equipment rental in the construction of the Glover-Perry Section of the Old Oregon Trail Highway, about 8.5 mi. southeast of Kamela in Union County, Oregon, under contract with the Oregon State Highway Commission, Contract No. 5300.

Dated this 15th day of April, 1959.

A. H. SAXTON & SON
By Donald E. Saxton
Partner

File # 3645

FILED
APR 16 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 21 1959
FOR FILING

I 82-6(12)247

5300

April 20, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Jack F. Thompson
Director of Elections

Dear Sir:

Thank you for your letter of April 16 with the attached three copies of a claim in the sum of $7,000.00, filed with your office by A. H. Saxton & Son for equipment rental to Morrison-Knudsen Co., Inc., on our Contract No. 5300, your file No. 3645.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

April 16, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from A. H. Saxton & Son, Route 1 Box 370, Beavercreek, Oregon and filed as of this date, a notice of claim in the amount of $7,000.00 against the bond taken from Morrison-Knudsen Co., Inc., principal and Fiedlity & Deposit Company of Maryland, surety for equipment rental in the construction of the Glover-Perry Section of the Old Oregon Trail Highway, about 8.5 mi. southeast of Kamela in Union County, Oregon, under contract with the Oregon State Highway Commission. State Highway Contract No. 5300.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By
Jack F. Thompson
Director of Elections

GS:FK
Enc.

RECEIVED
APR 17 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
JAN 1 - 1959
FOR FILING

I 82-6(12)247

5311

December 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Mr. E. H. Cowan's request of December 19, 1958, for comparative estimates to justify an individual project program change on Item 70 B, Project I-80N-6(12)247, Glover-Perry Section, the addition of a temporary structure (Station 704).

In reply to your letter of April 25, 1958, a comparative estimate of three alternates has been prepared. Alternate No. 2, which indicated a saving of $50,000, was based on a windshield estimate of $40,000 for extinguishing all access rights. Later investigation and some negotiation have indicated the possibility of extinguishing these rights, as outlined in Alternate No. 3, for somewhat less than $20,000. A competent commercial appraisal is now being sought by the Right of Way Division to firm up this appraisal. We propose to proceed with Alternate No. 3.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

ESTIMATE OF COST
ALTERNATE PROPOSALS
FOR
HANDLING OF TRAFFIC AND ACCESS RIGHTS
STATION 704

	Alternate 1	Alternate 2	Alternate 3
Bridge Construction	$168,000	$ 78,000	$ 78,000
Bridge Removal	---	5,000	5,000
Property Accesses	---	40,000	5,000
Access Road	---	---	15,000
	$168,000	$123,000	$103,000

Alternate 1 - Construct permanent bridge, leave for access.

Alternate 2 - Construct and remove temporary bridge, purchase all access rights.

Alternate 3 - Construct and remove temporary bridge, construct 12-foot gravel access road to be returned to property owners, pay access damages.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.3

December 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Cooper's November 6, 1958 request for approval of an individual project program change on Item 70B, Project I-80N-6(12)247, Glover-Perry Section. Addition of a temporary structure (Station 704) under this same agreement number was proposed.

The overall project for this section was approved in a Stage 1 program January 7, 1958 by our Regional office on the assumption that providing a permanent structure for $168,000 appeared to be warranted in lieu of the temporary bridge and approximately one mile of frontage road to the Ukiah-Hilgard Highway. Subsequently, our April 25, 1958 letter requested an actual comparative cost estimate to confirm this previous assumption and a study as to whether purchasing the property accesses outright would be feasible.

Grading plans approved June 25, 1958 on the Glover-Perry Section did not include the construction of the frontage road to serve land-locked properties if the temporary structure is to be constructed. Prior to our approval of the program change for the temporary structure at a cost of $75,000, we should have the comparative cost estimate including future costs for purchasing property accesses. A determination will then be made whether a more economical solution is being proposed, particularly since a major deviation from the normal travel pattern would be involved if property accesses cannot be purchased.

No action will be taken on your Form PR-9 until your reply is received.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
DEC 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
DEC 22 1958

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

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RREST COOPER

RECEIVED
JAN [illegible]
FOR FILING
I 82-6(12)247

5306

When replying, refer to:
08-35.4

December 30, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. I-80N-6(12)247
Glover-Perry Section of the
Old Oregon Trail Highway
Order for State Force Work dated
December 22, 1958 - Seeding and
Mulching - Estimated Cost $17,500
Federal funds $15,750

Dear Sir:

Reference is made to your letter dated December 22, 1958 concerning the subject order.

We are today approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and special equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to Project

RECEIVED
JAN 5 - 1959
FOR FILING
I 82-2(12)247
5340

When replying, refer to:
08-35.5

December 30, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(12)247
Glover-Perry Section of
The Old Oregon Trail Highway
Union Pacific RR Signal Line
Adjustment

Dear Sir:

Authorization is hereby granted, as of December 11, 1958, to proceed with the necessary adjustment of the Union Pacific Railroad Company's signal lines on the above project in accordance with the proposed agreement submitted with your letter of Dec. 10, 1958.

It is understood that the usual number of copies of the executed agreement will be submitted as soon as available. This work is to be performed under the provisions of PPM 30-3.

Very truly yours,

C. G. Polk
Division Engineer

Orig to [illegible]

A

RECEIVED
JAN 1 - 1959
FOR FILING

I [illegible]

5300

December 30, 1958

1057

Mr. Austin Crowell
6 S. E. Tenth Street
Pendleton, Oregon

Dear Mr. Crowell:

Reply is made to your letter of December 11 concerning an untimely hold-up due to highway construction between Pendleton and LaGrande.

It is our belief that your complaint is justified and well taken and we offer our sincere apologies; however, in our defense we wish to point out the difficulties being encountered at this particular location. The formation through which the road is being built is a difficult one and we have been experiencing conditions wherein rocks coming off the slopes might make it dangerous for passing vehicles. We can only instruct the contractor that traffic should be cleared approximately every 20 minutes but that they should be cleared as safely and comfortably as possible. It is not our desire to endanger the public by having them pass through work where rolling rocks might damage their vehicles. Our investigation has revealed that, in general, the traffic tie-ups have been rather rare but in some cases have extended to the period which you encountered.

It is our sincere hope that the result to be achieved by the completion of the freeway through the Blue Mountains will amply repay everyone for their trials and tribulations experienced during its construction. Again, we wish to offer our sincere apologies and wish you the best of season's greetings.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw:ae

cc to: Forrest Cooper
Tom Edwards

P.S. The Supt is
Russell Healy.

Pendleton, Oregon.
Dec. 11. 1958

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Commission:
Salem Oregon.

REFERRED TO
Cooper
[illegible]
Please have answer
prepared.

Dear Sirs:

Today while traveling Highway 30 a few miles west of La Grande we & several other motorists, were stopped by construction work being performed by the Morrison Knudsen Contractors on the Highway 30 route.

We were halted for 1 hr. & 5 minutes by both my wifes watch & my own clocked time, while some Supt. of M.K. attempted to break an all time record for holding up traffic without a legal excuse.

There was no equipment broken down in the road & also there was no powder charge on the rock bluff to cause such an untimely road block while they hauled rock away from the power shovel.

I sincerely believe in modern highway construction, but also I can't agree that traffic should be halted for 1 hr & 5 minutes while some Supt tries for a record on rock moving.

Perhaps your office can make some changes in the M.K. Supts plans so that the work get accomplished, and also allow a trickle of traffic to filter thru on highways that we all are paying for thru gasoline tax & license fees

No one appreciates good roads more than myself but I also would approve of letting the traffic move more often than once each hour.

May we in the area, that must use "Highway 30", receive some attention to this condition?

Sincerely & Respectfully
Austin Crowell
License Ore. 5H 2998
Pendleton, Ore. 6 S.E. 10th st.

Austin Crowell
6 S.E. 10th st.
Pendleton, Ore.

1

RECEIVED
DEC 24 1958
FOR FILING

I-82-6(12)247

5300

December 22, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5300, in connection with Federal Aid Project No. I-80N-6(12)247.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work, while the State has the necessary special equipment operated by experienced crews to do it.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6-3 is requested.

The total estimated amount of the order is $17,500, with Federal participation of $15,750.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

9

RECEIVED
DEC 11 1958
FOR FILING

I-82-6(12)247

5300

December 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In connection with construction of the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Project No. I-80N-6(12)247, it is necessary to move signal lines of the Union Pacific Railroad Company.

We are enclosing copies of a letter of agreement dated August 20, 1958, covering permit of entry and copies of a letter dated November 26, 1958, regarding moving railroad signal lines made necessary by encroachments.

Authorization to proceed with the railroad work on the basis of the proposed agreement as of this date under the provisions of PPM 30-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 12 1958
FOR FILING
I-82-6(12)647

3300

December 4, 1958

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker

Adjustment of Railroad Facilities
Glover-Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

You are hereby authorized to proceed with the adjustment of your facilities on the above-named project, in accordance with the proposed agreement between the State and the Railroad Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Tom Edwards
Mr. A. F. Parson
Mr. John C. Hiatt

CHB:fp er

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 26, 1958

File Ref. D 315 - 2 - 76

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. Forrest Cooper,
Deputy State Highway Engineer

Dear Sir:

Re: Glover - Perry Section of Old Oregon Trail Highway

The highway construction on and adjacent to the Railroad's right-of-way makes it necessary for certain work to be performed by the Railroad at the expense of the project. The advance permission granting entry on the property before execution of the formal agreement, does not touch upon the contemplated work. It is desirable from both the Highway and Railroad viewpoints that some of this work be accomplished at an early date and before formal agreement can be prepared. To this end we are requesting advance authority of the Management to perform this work, but, before doing so because of the amount of money involved, it is thought your concurrence should be secured.

The longitudinal encroachments on the railroad right-of-way between Hilgard and Perry and particularly the temporary construction easements make it necessary to relocate our signal line along the northerly portion of our right-of-way from approximately Railroad M.P. 282.6 to 284.9. Our communication lines already being along the northerly side of the right-of-way, make it necessary to combine the two services in one line. Around the existing overcrossing and the temporary overcrossing it will be necessary to construct a temporary line to be used until such time as the temporary structure is removed.

RECEIVED
[illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

The aforementioned work together with such Engineering, Inspection, Watchman and Flagman service as may be required, is estimated at $75,500 less an estimated credit for salvage material of $2,300.

The above was outlined by my office in telephone communication with you yesterday. It will be appreciated if you will advise of the State's approval of the aforementioned work program as quickly as the matter can be processed. Telephone advice in advance of formal communication will be appreciated.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

NOTED
[illegible]

NOTED
P. M. STEPHENSON

FORM 6-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1958

SUBJECT: Glover-Perry Section
Old Oregon Trail Highway
Contract No. 5300

To:

MEMO TO THE FILES

Mr. Baysinger called Mr. Cooper November 25, and gave us an estimate of cost for the moving of their signal and communication facilities along that stretch from Hilgard to Perry.

Gross cost of the move was $75,500., credit for salvage, $2,300., net cost to the State was $73,200.

Mr. Baysinger also stated that a regular estimate of cost would be forwarded and we should receive it by Monday, December 1.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper
G. S. Paxson
Ivan D. Merchant

RECEIVED
NOV 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1958
FOR FILING

I-826(12)247

5310

When replying, refer to:
08-35.4

October 8, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-6(12)247
Glover-Perry Section of the Old
Oregon Trail Highway
California-Pacific Utilities
Power Line Adjustment

Dear Sir:

We are today approving the agreement as evidenced by exchange of letters between the State and the California-Pacific Utility Company covering adjustment of a power pole line of the Glover-Perry Section of the Old Oregon Trail Highway, Oregon Project I-80N-6(12)247.

Authorization is hereby granted to proceed as of September 24, 1958, with the necessary adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

original to
Mr. [illegible]

[illegible]
FORREST COOPER

RECEIVED
SEP 25 1958
FOR FILING

[illegible]

5300

September 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the California-Pacific Utilities Company's power line on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5300, Project I-80N-6(12)247.

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for moving its line.

2. Copies of the Company's estimate covering the adjustments necessary.

3. Sketches showing the revisions to be made.

Your approval of the agreement between the State and the California-Pacific Utilities Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
SEP 24 1958
FOR FILING

[illegible] 47

5300

September 23, 1958

Oregon State Highway Commission

Gentlemen:

Construction is now under way on the Glover Overcrossing-Upper Ferry Section of Old Oregon Trail (US30).

On September 17, 1958 at 10:00 a.m., approval was given for the installation of 35-mile-per-hour construction speed zone signs on this section. Your confirmation is requested for this directive for establishment of a 35-mile-per-hour construction speed zone on the Old Oregon Trail between M.P. 247.7 and M.P. 255.5.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

FBC:njs hi

RECEIVED
SEP 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHEESMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-12-6(2)-47

5300

Sept. 12, 1958

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5300, awarded Aug. 22, 1958,
for grading and oiling on the Clover-Perry
Section of the Old Oregon Trail Highway
in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
SEP 10 1958
FOR FILING
I-82-6(12)247

5300

September 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with relocation of the Pacific Telephone and Telegraph Company's telephone toll line on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Project No. I-82-6(12)247:

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for moving portions of its line.

2. Copies of the Company's estimate for moving its line.

3. Three prints of Drawing SD-6-10 on which the Company has shown work to be done.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:mfh

Ens.

RECEIVED
SEP 17 1958
FOR FILING

I-82-6(12)247

5300

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

A

When replying, refer to:
08-35.5

September 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-6(12)247
Glover-Perry Section of the
Old Oregon Trail Highway

Dear Sir:

We have today approved the agreement, as evidenced by the exchange of letters between the State and Pacific Telephone and Telegraph Company dated August 19, 1958, covering relocation of telephone toll line on the above project.

Authorization is hereby granted to proceed as of September 10, 1958, with the necessary adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5300

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 26, 1958, on Contract No. 5300, Clover-Perry Section, in Union County, in connection with Federal Aid Project No. I-82-6(12)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

RECEIVED
SEP 9 - 1958
FOR FILING

I-82-6 (12)247

5300

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State share of flagging costs on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5300, in connection with Federal Aid Project No. I-82-6(12)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By /s/ DSP

for Forrest Cooper
Deputy State Highway Engineer

DBP:maj

Encl.

4 copies (EWO No. 1

RECEIVED
AUG 25 1958
FOR FILING

I-82-6(12)247

5300

August 22, 1958

Mr. R. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5300 and plans for grading and oiling work on the Glover-Perry Section of the relocated Old Oregon Trail Highway in Union County.

In general, the work to be performed under the contract will not interfere with railroad facilities except between highway Stations 665 to 709+50 where the new highway parallels your company's tracks to the south and highway fills encroach upon your right of way at several points.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. S. Paxson
J. W. DeSouza

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

JR:cr

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

FOR FILE

✓I-52-6(12)247

File

5300

When replying, refer to:
08-35.4-0

August 22, 1958

P~~[illegible]~~

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-6(12)247, Old I-82-6(12)247, Glover-Perry Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 5300 to Morrison-Knudsen Co., Inc. of Boise, Idaho, low bidder in the amount of $1,416,815.30 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
AUG 25 1958
OFFICE OF
ENGINEER

A

RECEIVED
AUG 25 1958
FOR FILING

I82(12)247

5300

August 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and stone base construction on the Glover-Perry Section of the Old Oregon Trail Highway (Interstate Route 80 N) in Union County, Project I-82-6(12)247, to the Morrison-Knudsen Co. of Boise, Idaho, on the basis of the bid of $1,416,815.30 submitted on July 10, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
AUG 25 1958
FOR FILING

T [illegible] 243

5300

August 22, 1958

Morrison-Knudsen Company, Inc.
P. O. Box 450
Boise, Idaho

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading, stone base and oiling on the Glover-Perry Section of the Old Oregon Trail Highway, Union County, for the sum of $1,416,815.30 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5300.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 22, 1958

Morrison-Knudsen Company, Inc.
Boise, Idaho

Contract for Clover-Perry Section of Old Oregon Trail Highway, Union County, for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files ✓

RECEIVED

T [illegible]247

When replying, refer to:
08-35.4-0

August 22, 1958

5300

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-6(12)247, Old I-82-6(12)247, Glover-Perry Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 5300 to Morrison-Knudsen Co., Inc. of Boise, Idaho, low bidder in the amount of $1,416,815.30 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
AUG 25 1958
FOR FILING

August 22, 1958

Mr. D. F. Wengert
General Manager, Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Re: Your File C 315 - 2 - 6

Dear Sir:

I am returning herewith the copy of the permit of entry on certain longitudinal encroachments on your right of way between your M.P. 282.6 and 285.3 near Hilgard in Union County. On the copy returned, you will note our acceptance of the conditions therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Encl.

cc Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
Portland, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. R. L. Porter

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

August 20, 1958

C 315 - 2 - 6

Mr. W. C. Williams,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to the State of Oregon's request for certain longitudinal encroachments on this Company's right of way between railroad Mile Posts 282.6 and 285.3 near Hilgard, in connection with proposed reconstruction of Highway No. 30, and to Mr. Paxson's telephone request for permit of entry in advance of execution of agreement so that construction contracts could be awarded on present bids:

You are hereby granted permit of entry on the right of way in the locations requested upon the condition that the State will execute customary form of agreement when presented, which agreement shall include provisions for usual insurance and for reimbursement by the State to the Railroad for any expense incurred by the latter, and further conditioned on the highway being located so that the edge of the traveled roadway is not closer than 50 ft. to our track. To express your agreement and concurrence, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Our Engineering Department has a number of matters to discuss in connection with this project which should not interfere with the initial phase of the construction and which they will take up with you in the usual course.

Very truly yours:
D F Wengert

Accepted this 22nd day of
August, 1958.

STATE OF OREGON
By Forrest Cooper
Deputy State Highway Engineer

Two copies forwarded to Curtis Baker 11-13. gm

FORM E-120-X 25M 8-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

FOR FILING

I 82 2 (12) 247

August 4, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Glover-Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

Reference is made to letter to you on July 15 regarding the above titled project and to a call at this office by Mr. Bousha and Mr. Krase, relative to removing of facilities between Stations 661 and 703.

After consideration of the matter by the office of the Commission's Construction Engineer, it has been recommended that you be reimbursed for the proper cost of the relocation of the portion of your line between Stations 675 and 690. This cost will not be eligible for Federal aid. It will be borne entirely from State funds. However, your billing should be in accordance with practices of Federal Policy and Procedure Memorandum 30-4.

As to the portions of the work which now are located on private property will you please submit to Mr. Tom Edwards, Construction Engineer, an estimate of the cost of this work so that approval for Federal participation may be secured. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you. As previously stated, your final billing should be sent to Mr. J. C. Hiatt, La Grande, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Bousha
Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt

RECEIVED
AUG 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1958
FOR FILING

I-82-6(12)-47

5300

August 1, 1958

Mr. Kenneth C. Robertson
Office of the Solicitor
U. S. Department of Labor
630 Sansome Street
San Francisco 11, California

Dear Sir:

Please refer to Labor Decision No. S-20681, dated May 6, 1958, applying to the Glover-Ferry Section, Old Oregon Trail Highway in Malheur County, Federal Interstate Highway Project I-82-6(12)247. This decision expires August 6, 1958.

Bids on this project were received July 10, 1958 with the usual reservation that award of contract could be held up to permit completion of right of way acquisition and other considerations. Present indications are that we will need some time beyond August 6, 1958, to be in a position to award the contract.

We request an extension of Decision No. S-20681 to August 31, 1958, which we understand can be made pursuant to the provisions of Section 5.12 of Regulations, Part 5 (29 C.F.R., Subtitle A).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: G. G. Polk

VGO'N:lmw

RECEIVED
JUL 31 1958
FOR FILING

I 82-6(12)247

[illegible]

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-82-6(12)247
Glover-Perry Section

Dear Sir:

We are today approving the agreement with the West Coast Telephone Company for changing their telephone line as requested July 18, 1958, and you may instruct the telephone company to proceed. This work is to be accomplished under provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
JUL 21 1958
FOR FILING

I-82-6(12)247
320

July 16, 1958

Mr. C. C. Fulk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with revision of the West Coast Telephone Company's pole line on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Oregon Project I-82-6(12)247:

1. Copies of Assistant Counsel's letter which sets forth the State's obligation to reimburse the Company for moving a portion of the line.

2. Copies of the Company's estimate for moving that portion of its line.

3. Plan sheets 10, 11 and 12 showing the revisions to be made.

Your approval of the agreement and authority to proceed with the work as of this date, are requested under the provisions of PPM 30-4.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
JUL 17 1958
FOR FILING

I-82(12)247

5300

R

July 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with protecting the Salt Lake Pipe line on the Clover-Perry Section of the Old Oregon Trail Highway in Union County, Oregon Project I-82-6(12)247:

1. Copies of Assistant Counsel's letter which states work to be done and establishes the obligation of the State to reimburse the Company.

2. Copies of the Company's estimate for the pipe line protection.

3. Sketch maps showing the proposed work.

The Company has a crew in this vicinity and wishes to start the work immediately. Your approval of the agreement and authority to proceed with the work as of this date under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. H. Probert
Office Engineer

DBP:mfh

RECEIVED
JUL 18 1958
FOR FILING

I-82-6(12)247

3300

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

July 16, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-6(12)247
Glover-Perry Section of the
Old Oregon Trail Highway

Dear Sir:

We have today approved the agreement, as evidenced by the exchange of letters between the State and Salt Lake Pipe Line Company, covering protection of their pipe line on the above project.

Authorization is hereby granted to proceed as of July 16, 1958, with the necessary adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:

T. Dec
Acting Division Engineer

FILED
FORREST COOPER

Orig to SHP

FORM E-123-X 25M 3-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1958
FOR FILING

July 16, 1958

Salt Lake Pipe Line Company
Box 117
Salt Lake City, Utah

Re: Salt Lake Pipe Line Company
Pipe Line Adjustment
Glover Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the installation of approximately 180 feet of casing to protect the existing pipeline under the highway fill. The existing pipeline is on private property under the terms of an easement recorded in Book 121, Page 375 of Union County records, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. J. C. Hiatt, LaGrande, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt

RECEIVED
JUL 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL [illegible] 1958
FOR FILING

I-82-6(12)247

5300

July 15, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Glover-Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments involve the relocation of existing lines at the following locations:

> A line along the northerly side of the existing highway between Stations 631 and 648 must be relocated. The existing facility is on U. S. Forest Service property by special use permit and on private property under an easement recorded in Book 79, Page 556.
>
> A line between Stations 661 and 703 must be relocated. A portion of this line is on private property under easements recorded in Book 98, Page 39 and Book 79, Page 349. The portion of line between Stations 675 and 690 is on State highway right of way under terms of Permit No. 1708, dated November 18, 1941.
>
> A line crossing the new highway near Station 792+80 must be adjusted. The existing line is on private property under the terms of an easement recorded in Book 103, Page 545.

It will be your obligation to make the adjustments of the portion of the line located on State highway right of way without reimbursement, and it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the adjustment on the facilities outside of the highway right of way under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in

NOTED

accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. J. C. Hiatt, LaGrande, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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JUL 13 1958
FOR FILING

[illegible] (15) [illegible]

[illegible]

July 15, 1958

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Glover-Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the relocation of a line consisting of contacts on Pacific Telephone and Telegraph Company poles between highway Stations 661 and 703. A portion of the line between Stations 675 and 690 is on State highway right of way by permit so that it will be your obligation to make this adjustment without reimbursement. The remainder of the line is located on private property so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of this work under Federal regulations.

It would not seem practical to segregate the costs as to each individual portion of the line to be moved but that the entire cost can be prorated. If, however, you can segregate the cost of the work which is on private property that would be desirable.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Road authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. J. C. Hiatt, LaGrande, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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JUL [illegible] 1958
FOR FILING

I-82-6(12)247

530

July 15, 1958

California-Pacific Utilities Company
107 Elm Street
La Grande, Oregon

Re: California-Pacific Utilities Co.
Power Line Adjustment
Glover-Perry Section
Old Oregon Trail Highway
Union County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the removal of service lines near Station 691 and the relocation of a corner pole near Station 689. All these existing poles are on private property under the terms of an easement recorded in Book 121, Page 350. It will be necessary to remove service lines in the vicinity of Station 658. It may be necessary (a field check will have to be made by the company) to adjust a line crossing the new highway near Station 661. These facilities are all on private property under the terms of an easement recorded in Book 121, Page 352.

In view of the fact that these facilities are on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. J. C. Hiatt, La Grande, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. C. Hiatt
Mr. F. W. Farrar

P

RECEIVED
JUL 9 - 1958
FOR FILING
I-82-6(12)-47
5300

July 1, 1958

Mr. R. E. Hanske, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans for grading and oiling work on the Glover-Perry Section of the relocated Old Oregon Trail Highway in Union County, bids for which are to be received in Salem on July 10, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except between highway Stations 665 to 709+50 where the new highway parallels your company's tracks to the south and highway fills encroach upon your right of way at several points.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof and also that he furnish railroad protective and liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JWR:mfh

cc: G. S. Paxson
J. W. DeLomma

Mr. E. H. Brown, District Engineer
Union Pacific Railroad Company
820 Pittock Block
Portland 5, Oregon

RECEIVED
JUL - 1958
OREGON DISTRICT
FOR FILING
I-82-6(12)247
08-35.4
5300

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-6(12)247
Glover-Perry Section,
Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,500 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

June 24, 1958

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Preliminary Estimate
Railroad Signal Line Revision
Glover-Perry Section
Old Oregon Trail Highway
Union County

Dear Sir:

We are sending you herewith a print of our railroad encroachment map (our file 8B-9-1) on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. The existing poles are shown on the print in red, and the slope lines are shown as dashed lines. Please prepare for us a preliminary estimate of the cost of making the necessary adjustments to railroad-owned or railroad-controlled facilities. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, Oregon State Highway Department, Salem.

Very truly yours,

Tom Edwards
Construction Engineer

CHB:js

Encl.

cc G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT I 82 6(12)247
08:35

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-6(-)247 - Glover-Perry
(Formerly Oregon Project I-139( )

Dear Sir:

In reviewing right-of-way appraisals on the above project our appraiser advises that the State tentatively plans to construct a new bridge at Station 705 to replace the present bridge which must be removed during construction of the Interstate highway. It is understood that the new bridge will serve as a detour bridge during construction of the highway and after construction will allow extension of a frontage road to serve a number of property owners.

Please furnish a comparative cost analysis which will show the estimated cost of a permanent bridge and frontage road, the cost of purchasing the property accesses and providing a temporary detour bridge, and the cost of providing alternate access from the west, probably from the Ukiah-Starkey road.

The existing bridge is approximately 20 ft. wide and we recommend that the new bridge be estimated 22 ft. wide for 2-lane operation during construction.

Very truly yours,

C. G. Polk
C. G. Polk
Division Engineer

RECEIVED
R 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1958
FOR FILING

Salem, Oregon
February 7, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

Reference is made to our letter of January 16 advising of BPR authorization to proceed with right of way acquisition for the Glover-Perry Section of the Old Oregon Trail.

The exception mentioned in that letter has now been removed as of the original authorization date of January 9, 1958.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JAN 17 1958
FOR FILING

Salem, Oregon
January 16, 1958

BPR authorization to proceed with acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

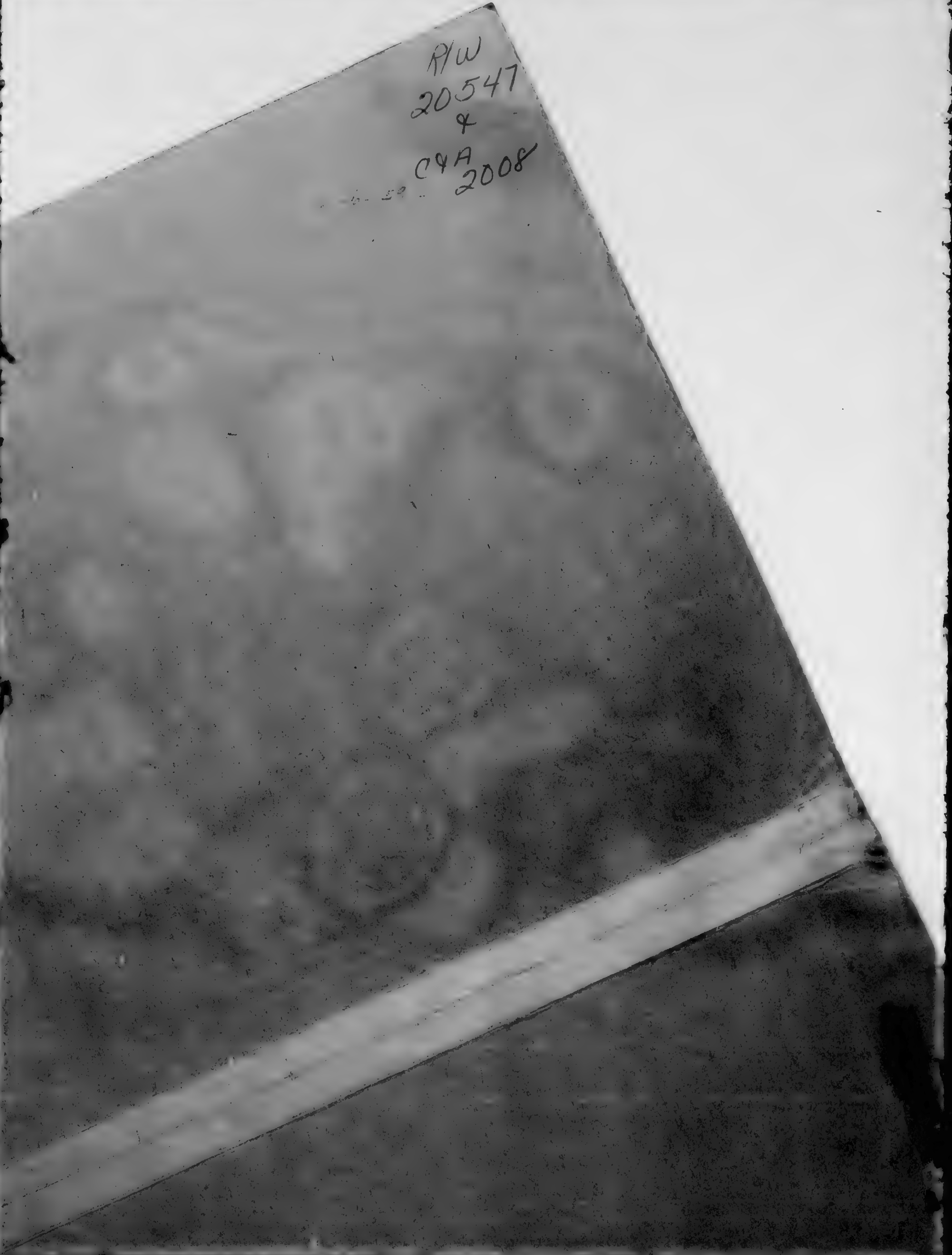
As of January 19, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described projects:

> Glover-Perry Section of the Old Oregon Trail Highway (Interstate Route No. 2), excepting the portion which includes the Hilgard Interchange, 7.10 miles, Prefix 31-2502.

S. H. Probert
Office Engineer

SHP:ia

U-205(9) Klamath Falls Sec. of 1958
The Dalles-Calif. Hwy.
#5301 (Grad. & Paving) Folder #3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U-205(9)

5321

C. H. Lindas

FORM E-30X—50M—8-58 43600

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1962

SUBJECT: State of Oregon
vs.
Pacific Power & Light Co.
Our File L-3275
Jackson County Circuit Court
Case No. 59-183-E

To:
Mr. C. H. Maison, Auditor
Accounting Division

BUILDING

Please find attached hereto a copy of our outside billing form, a receipt which was executed by the undersigned to Pacific Power & Light Company and Pacific Power & Light Company check No. 106780 dated October 3, 1962, in the sum of $35,294.54.

This check is in full satisfaction of the relocation costs of the then COPCO facilities located in Klamath Falls and involved in the construction of the Westside Bypass Section of Klamath Falls.

The sum stated in said check reflects the amount which the Pacific Power & Light Company auditors indicate was paid by the State to COPCO, and this sum has been verified by Mr. Don Taylor of your office.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:bjk
Attachments
cc: L. I. Lindas
Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 26 1962
FOR FILING

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5891

July 25, 1962

Mr. A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher with supporting documents for the Klamath Falls Section, Project No. U-205(9) in the amount of $70,817.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAB:cw

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
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5301

NOTED
W. C. WILLIAMS

October 4, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: File No. 27957 - L-3153
Nichols
Klamath Falls West Side
Bypass Section
The Dalles-California
Highway
Klamath County
Project No. U-205(6)

Dear Sir:

This will reply to your Statement of Items for Administrative Review dated September 20, 1960, for Progress Voucher No. 8.

We append, for your information, a photo copy of a report prepared by Mr. John C. McLean, the attorney who settled the subject file. Our position is set forth clearly therein.

We shall continue to believe that the settlement made did not involve a substantial increase and was clearly in the best interests of both State and Federal Governments.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg
Attachment

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

RECEIVED
OCT 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

W C Williams

RECEIVED

W. C. WILLIAMS

U-205(9)

5301

A

June 30, 1960

FINAL COST ANALYSIS

Grading and Paving

Contractor: Rogers Construction Co.

Resident Engineer: W.R. Meritt

Klamath Falls Section
Contract No. 5301

The Dalles-California Hwy.
Prefix 18-1082

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	35,000.00		5,000.00	35,000.00
*Drainage Excav., Unclass.	1,389.06	Cu.Yd.	4.00	2.98	4,138.63	5,556.24
*General Excav., Unclass.	483,248.6	Cu.Yd.	0.48	0.34	163,693.38	231,959.33
*Short Overhaul	1,774,809.0	Yd.Sta.	0.01	0.007	12,580.38	17,748.09
*Long Overhaul	38,008.2	C-Yd.Sta.	0.40	0.28	10,785.97	15,203.28
Furnish & Place Top Soil	15,026.19	Cu.Yd.	2.00	1.97	29,584.02	30,052.38
*Finish R.B.and Slopes	100%	All	2,000.00		1,652.46	2,000.00
*Rounding Cutbanks	12,500	Lin.Ft.	0.20	0.12	1,475.46	2,500.00
*12" Concrete Pipe	499	Lin.Ft.	2.50	1.97	982.55	1,247.50
*18" Concrete Pipe	1,320	Lin.Ft.	3.70	3.36	4,433.41	4,884.00
*24" Concrete Pipe	192	Lin.Ft.	6.00	5.63	1,081.39	1,152.00
*12" Corr.Metal Pipe	268	Lin.Ft.	3.50	3.26	873.02	938.00
1-1/2" Elec.Conduit	110	Lin.Ft.	1.00	1.00	110.00	110.00
Concrete Curbs	46.61	Cu.Yd.	40.00	40.00	1,864.40	1,864.40
Concrete Walks	267.34	Sq.Yd.	4.00	4.00	1,069.36	1,069.36
Conc.Inlets, Type CG-1	6	Each	125.00	125.00	750.00	750.00
Metal Guard Rail, Galv.	12,500.2	Lin.Ft.	3.00	2.75	34,375.55	37,500.60
Coarse Cr.Mat'l in Base	94,046.70	Ton	1.56	1.54	144,586.81	146,712.85
3/4"-0 Mat'l in Base	17,574.4	Ton	1.56	1.54	27,018.11	27,416.06
Sprinkling	4,342	M-Gal.	2.00	1.36	5,906.01	8,684.00
Preparation in Base	100%	All	1,500.00		992.17	1,500.00
3/4"-0 Mat'l in Binder Course	956.5	Ton	3.00	2.08	1,989.51	2,860.50
Furnish & Place Aggregate	1,676.1	Ton	3.00	2.08	3,486.28	5,028.30

FINAL COST ANALYSIS - Contract No. 5301
Klamath Falls Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RC-3 Asphalt	147.57	Ton	60.00	60.00	8,854.20	8,854.20
Cl. "B" Asphaltic Concrete	14,856.55	Ton	6.00	5.54	82,312.50	89,139.33
Asph. Conc. Traffic Markers	2,246.5	Lin. Ft.	0.50	0.50	1,123.25	1,123.25
PA#1 200-300 Asphalt	100.33	Ton	58.00	58.00	5,819.13	5,819.14
*PA#2 General Excavation	20,314.30	Cu. Yd.	0.48	0.34	6,873.96	9,750.86
*PA#2 Short Overhaul	48,819.8	Yd. Sta.	0.01	0.007	351.08	488.20
PA#3 Cl. "B" Asph. Concrete	461.85	Ton	6.00	5.54	2,558.87	2,771.10
PA#4 Type 3 R/W Fence	92.30	Rod	15.00	15.00	1,384.50	1,384.50
*PA#5 Add. Allow. for Clearing & Grubbing	100%	All	1,268.68		1,268.68	1,268.68
*PA#6 Add. Allow. for raise at North End of Project	100%	All	759.94		759.94	759.94
PA#7 Purch. Excess Type 3 Fence	11.0	Rod	5.72	5.72	62.92	62.92
Force Account					32,250.78	42,166.43
					$602,048.68	$745,334.44

* Ray D. Kizer, Subcontractor

	Gross Revenue	Total Cost	Profit	% Profit
Rogers Construction Co.	441,009.79	386,724.01	54,285.78	12.3
Ray D. Kizer	304,324.65	215,324.67	88,999.98	29.2
	$ 745,334.44	$ 602,048.68	$143,285.76	19.2

CRUSHING BREAKDOWN - Contract No. 5301

	Quantity	Unit	Total Cost	Unit Cost
Move in and Set up	226,364.06	Ton	12,983.34	.057
Load & Haul to Crusher	226,364.06	Ton	61,992.73	.274
Crushing	226,364.06	Ton	78,950.10	.349
				$ .680
Material stockpiled and not part of this contract:				
Load & Haul to Stockpile	97,682	Ton	5,174.48	.053
*Stockpile			15,556.07	.159
				$ .212

* Stockpiling shows a high cost due to building a floor in a swamp to hold stockpiles.

DETAIL OF COSTS - Contract No. 5301

Rogers Construction Company

Labor:				
Labor			$ 42,717.97	
Labor Insurance including Health and Welfare			4,946.55	$ 47,664.52
Materials:				
12" Concrete Pipe	253 Lin. Ft.	@ $1.00	253.00	
Crushed Material	128,682 Ton	@ $0.68	87,503.01	
Guard Rail Posts	1,037 Each	@ $5.75	5,962.75	
RC-3 Asphalt	147.57 Ton	@ $37.20	5,489.60	
85-100 Asphalt	890.04 Ton	@ $34.95	31,106.90	
200-300 Asphalt	100.33 Ton	@ $34.95	3,506.53	133,821.79
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			47,016.21	
Equipment Rental, Hired			9,050.70	
Gas, Oil and Grease			4,023.71	
Freight and Cartage			8,439.45	
Bond and Insurance			4,544.20	
Small Tools and Misc. Supplies			1,146.71	
Home Office and General Overhead			1,281.54	75,502.52
Suncontractors:				
Asphalt Paving Company			88,471.89	
McWaters Construction Company			31,382.05	
Others: Curbs and Signed			9,881.24	129,735.18
		TOTAL		$ 386,724.01

DETAIL OF COST - Contract No. 5301

Ray D. Kizer

Labor:					
Labor				$ 55,130.36	
Labor Insurance				5,214.89	
Health and Welfare				1,196.40	
Pension				20.65	$ 61,562.30
Materials:					
12" Concrete Pipe	246 Lin. Ft.	@	$1.00	246.00	
18" Concrete Pipe	1,320 Lin. Ft.	@	$2.30	3,036.00	
24" Concrete Pipe	192 Lin. Ft.	@	$3.35	643.20	
12" Corr. Metal Pipe	268 Lin. Ft.	@	$2.41	645.88	
12" Bands	11 Each	@	$2.41	26.51	
Material on Force Account - per invoice				5,955.97	10,553.56
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				92,604.80	
Equipment Rental, Hired				23,522.40	
Gas, Oil and Grease				12,703.13	
Bond				1,771.62	
Freight and Cartage				5,217.50	
P.L. and P.D. Insurance				715.04	
Small Tools and Misc. Supplies				1,852.10	
Home Office and General Overhead				4,822.22	143,208.81
				TOTAL	$ 215,324.67

Remarks - Contract No. 5301

This was a "Federal Aid Urban Project" calling for the grading and paving of 2.09 miles of highway roadbed on the Klamath Falls Section of The Dalles-California Highway in Klamath County. The project was bid July 10, 1958 and awarded August 29th. Work started September 19, 1958 and was completed January 9, 1960.

Asphalt Paving Company, who did the clearing for $5,000.00, moved in and started clearing September 19, 1958. The grading, being done by Ray D. Kizer for $0.40,got under way September 22nd with the following equipment: four D-8 cats and scrapers, two D-8's and dozers, one #12 blade and other equipment used for maintenance. As the grading progressed, additional equipment was brought in.

The contractor made good progress on the excavation as all material was moved without the aid of shooting. The rock cuts encountered were dice rock or decomposed rock which was handled very well with a D-9 and ripper. This was a great help to the contractor as blasting in this area would have been costly. The contractor, having a good bid price for the excavation, realizdd a high profit.

Rogers Construction Company, being the prime contractor, moved their crushing plant into a talus deposit located on the easterly side of and adjacent to county road opposite M.P. 267.2 of The Dalles-California Highway and started crushing August 3rd, working three shifts per day. The first rock produced was for asphaltic concrete. Asphalt Paving Company, having the sub or purchase order to do the paving, hauled this material to their two plant sites on the north end of the project. The contractor then changed over to produce 1-1/2-0 and 3/4-0. This material was hauled by seven train or semi hauling units.

Asphalt Paving Company, doing the paving for Rogers, started paving September 2, 1959 using only one mixing plant until the new one was set up. With the two plants operating, the contractor could only average approximately 850 tons per day as the old plant had several breakdowns during a days operation. The paving was completed October 19th. The oiling of shoulders and side streets followed and was completed October 30th.

McWaters, having the subcontract for placing guard rail, moved in and started their operation October 2nd completing this work November 13th.

The prime contractor hired other contractors to do the concrete work and the signing which was done on force account. All work on this contract was completed January 9, 1960.

The prime contractor,realizing a profit on most of the bid items, was able to show a very good profit over the total contract.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

A

RECEIVED
MAR 1 1960
FOR FILING

U-205(9)

5301

March 11, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5301 for grading-paving the Klamath Falls Section of The Dalles-California Highway in Klamath County was completed by the contractor, Rogers Construction Co., on January 9, 1960, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $26,254.19 will be released to the contractor on or after March 21, 1960. The total contract amount is $745,334.44, of which amount $42,166.43 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

Contract 5301 2-5-60 A

RECEIVED
FEB 5 1960
FOR FILING

Monthly transaction number	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number U 205(9) 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
5301		Project number U-205(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 17**, 19 **58**, is hereby modified as follows:

Revised estimated total cost of project $ **868,649**

Revised Federal funds $ **534,700**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **4** day of **February**, 19 **60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

February 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Klamath Falls Section, Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

January 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for modification of project agreement for the Klamath Falls Section, Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:am

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1960

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 10,000.00

Type Code 6201
2-Lane Roadway (Sta. 0+00 to Sta. 31+32.54)(Sta. 73+91.79 to Sta. 116+17)
(Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	220	cu. yds.	$4.00	880.00
General Excavation, Unclassified	173,600	cu. yds.	0.48	83,328.00
Short Overhaul	987,800	yd. sta.	0.01	9,878.00
Long Overhaul	11,700	C-yd.sta.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800	cu. yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	8,000	lin. ft.	0.20	1,600.00
12-inch Concrete Pipe	40	lin. ft.	2.50	100.00
18-inch Concrete Pipe	670	lin. ft.	3.70	2,479.00
24-inch Concrete Pipe	190	lin. ft.	6.00	1,140.00
12-inch Corrugated Metal Pipe	170	lin. ft.	3.50	595.00
1½-inch Electrical Conduit	120	lin. ft.	1.00	120.00
Concrete Curbs	40	cu. yds.	40.00	1,600.00
Concrete Walks	270	sq. yds.	4.00	1,080.00
Concrete Inlets, Type "CG-1"	4	only	125.00	500.00
Metal Guard Rail, Galvanized	7,600	lin. ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110	only	4.00	440.00
Coarse Crushed Material in Base	42,300	tons	1.56	65,988.00
3/4" - 0 Material in Base	5,700	tons	1.56	8,892.00
Sprinkling	1,100	M-gals.	2.00	2,200.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	470	tons	3.00	1,410.00
Furnishing and Placing Aggregates	550	tons	3.00	1,650.00
RC-3 Asphalt	50	tons	60.00	3,000.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	12	tons	60.00	720.00
Class "B" Asphaltic Concrete	6,500	tons	6.00	39,000.00
Asphaltic Concrete Traffic Markers	350	lin. ft.	0.50	175.00
				$289,135.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by California-Oregon Power Company	All	Required		11,900.00
Seeding and Mulching	All	Required		1,500.00
Adjust Water Lines by Oregon Water Corp.	All	Required		20,640.00

Adjust Sewer Lines by City of Klamath Falls	All	Required	$	$ 7,290.00
Signing (EWO #5)	All	Required		2,818.00
				$334,533.00

Traffic Signal Installation (**Junction of Northbound On Ramp and Main Street**)
(**Contract No. 5570**)

Traffic Signal Installation	All	Required	$	$ 5,675.00
	Subtotal			$340,208.00
	10% Engr. & Cont.			34,020.00
		Total		$374,228.00

Length of Roadway - - - - - -	1.367 Miles
Length of 2 Structures- - - -	0.130 Mile (Exceptions)
Total Length- - - - - - - - -	1.497 Miles
Cost of Roadway Per Mile- - -	$273,758.59

Type Code 6201
4-Lane Roadway (**Sta. 31+32.54 to Sta. 73+92.42**)(**Contract No. 5301**)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	250	cu. yds.	$4.00	1,000.00
General Excavation, Unclassified	337,000	cu. yds.	0.48	161,760.00
Short Overhaul	866,200	yd. sta.	0.01	8,662.00
Long Overhaul	16,800	C-yd. sta.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu. yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
18-inch Concrete Pipe	1,080	lin. ft.	3.70	3,996.00
Metal Guard Rail, Galvanized	4,700	lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.00	240.00
Metal Sight Posts, Double Reflector	10	only	4.00	40.00
Coarse Crushed Material in Base	49,100	tons	1.56	76,596.00
3/4" - 0 Material in Base	6,900	tons	1.56	10,764.00
Sprinkling	1,370	M-gal.	2.00	2,740.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.00	1,560.00
RC-3 Asphalt	70	tons	60.00	4,200.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	10	tons	60.00	600.00
Class "B" Asphaltic Concrete	8,500	tons	6.00	51,000.00
Asphaltic Concrete Traffic Markers	1,250	lin. ft.	0.50	625.00
				$394,023.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by California - Oregon Power Company	All	Required		11,900.00

Seeding and Mulching	All Required	$	$ 1,500.00
Adjust Water Lines by Oregon Water Corp.	All Required		20,640.00
Adjust Sewer Lines by City of Klamath Falls	All Required		7,290.00
Work by California-Pacific Utilities Company	All Required		3,780.00
Signing (EWO #5)	All Required		2,817.00
	Subtotal		$443,200.00
	Engr. & Cont.		41,221.30
	Total		$484,421.30

Length of Roadway - - - - - - - - 0.726 Mile
Length of 3 Structures- - - - - 0.080 Mile (Exception)
Total Length- - - - - - - - - - - 0.806 Mile
Cost of Roadway Per Mile- - - - $667,246.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2-Lane Roadway*	374,228.00	229,500.00	144,728.00
4-Lane Roadway	484,421.30	299,200.00	185,221.30
	$868,649.30	$534,700.00	$333,949.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

KLAMATH FALLS SECTION

PROJECT NO. U-205(9)

Estimated costs of work to be done by the California-Pacific Utilities.

Materials		$ 1,693.29
Labor		928.00
Equipment		1,168.00
		$ 3,789.29
	4-Lane, Use	$ 3,780.00

Estimated costs of work to be done by the Oregon Water Corporation.

Materials		$26,732.89
Labor		4,500.00
Equipment		10,047.11
		$41,280.00
	2-Lane, Use	$20,640.00
	4-Lane, Use	$20,640.00

Estimated costs of work to be done by the California-Oregon Power Company.

Materials		$11,093.00
Labor		11,303.00
Equipment		1,904.00
Overhead & Misc.		4,849.00
Salvage Credit		5,316.00 Cr.
		$23,833.00
	2-Lane, Use	$11,900.00
	4-Lane, Use	$11,900.00

Estimated costs of work to be done by the City of Klamath Falls.

Lump Sum Based on Unit Prices		$14,586.00
	2-Lane, Use	$ 7,290.00
	4-Lane, Use	$ 7,290.00

October 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of project agreement estimate revised to include costs of signing (EWO #5) as requested in your letter of October 20, 1959, file 08-35.4-DB, for the Klamath Falls Section, Project No. U-205(9).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

BNC:jb

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-
CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate revised to include estimated costs of signing ([illegible] dated 10-9-59). Not as a basis for modification of Project Agreement.)

Salem, Oregon, October 22, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
2-Lane Roadway (Sta. 0+00 to Sta. 31+32.44)(Sta. 73+91.79 to Sta. 116+17)
(Contract No. 5301)

Clearing and Grubbing	All Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	220 cu. yds.	$ 4.00	880.00
General Excavation, Unclassified	173,600 cu. yds.	0.48	83,328.00
Short Overhaul	987,800 yd. sta.	0.01	9,878.00
Long Overhaul	11,700 C-yd. sta.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800 cu. yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All Required (50%)		1,000.00
Rounding Cutbanks	8,000 lin. ft.	0.20	1,600.00
12-inch Concrete Pipe	40 lin. ft.	2.50	100.00
18-inch Concrete Pipe	670 lin. ft.	3.70	2,479.00
24-inch Concrete Pipe	190 lin. ft.	6.00	1,140.00
12-inch Corrugated Metal Pipe	170 lin. ft.	3.50	595.00
1½-inch Electrical Conduit	120 lin. ft.	1.00	120.00
Concrete Curbs	40 cu. yds.	40.00	1,600.00
Concrete Walks	270 sq. yds.	4.00	1,080.00
Concrete Inlets, Type "CG-1"	4 only	125.00	500.00
Metal Guard Rail, Galvanized	7,600 lin. ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110 only	4.00	440.00
Coarse Crushed Material in Base	42,300 tons	1.56	65,988.00
3/4" - 0 Material in Base	5,700 tons	1.56	8,892.00
Sprinkling	1,100 M-gals.	2.00	2,200.00
Preparation of Base	All Required (50%)		750.00
3/4" - 0 Material in Binder Course	470 tons	3.00	1,410.00
Furnishing and Placing aggregates	550 tons	3.00	1,650.00
RC-3 Asphalt	50 tons	60.00	3,000.00
120-150 Asphalt	35 tons	58.00	2,030.00
RS-1 Asphalt	12 tons	60.00	720.00
Class "B" Asphaltic Concrete	6,500 tons	6.00	39,000.00
Asphaltic Concrete Traffic Markers	350 lin. ft.	0.50	175.00
			$289,135.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,250.00
Move Power Poles by California-Oregon Power Company	All Required	11,900.00
Seeding and Mulching	All Required	1,500.00
Adjust Water Lines by Oregon Water Corp.	All Required	20,640.00
Adjust Sewer Lines by City of Klamath Falls	All Required	7,290.00
Signing (MWO #5)	All Required	2,818.00
	Subtotal	$334,533.00
	Engr. & Cont.	30,353.50
		$364,886.50

Length of Roadway - - - - - - - - - - - - 1.367 miles
Length of 2 Structures- - - - - - - - - 0.130 mile (Exceptions)
Total Length- - - - - - - - - - - - - - 1.497 miles
Cost of Roadway Per Mile- - - - - - - - $266,925.01

Type Code 6201
4-Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42)(Contract No. 5301)

Clearing and Grubbing		All Required (50%)	$	$ 17,500.00
Drainage Excavation, Unclassified	250	cu. yds.	4.00	1,000.00
General Excavation, Unclassified	337,000	cu. yds.	0.48	161,760.00
Short Overhaul	866,200	yd. sta.	0.01	8,662.00
Long Overhaul	16,800	C-yd. sta.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu. yds.	2.00	25,400.00
Finishing Roadbed and Slopes		All Required (50%)		1,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
18-inch Concrete Pipe	1,080	lin. ft.	3.70	3,996.00
Metal Guard Rail, Galvanized	4,700	lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.00	240.00
Metal Sight Posts, Double Reflector	10	only	4.00	40.00
Coarse Crushed Material in Base	49,100	tons	1.56	76,596.00
3/4" - 0 Material in Base	6,900	tons	1.56	10,764.00
Sprinkling	1,370	M-gal.	2.00	2,740.00
Preparation of Base		All Required (50%)		750.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.00	1,560.00
RC-3 Asphalt	70	tons	60.00	4,200.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	10	tons	60.00	600.00
Class "B" Asphaltic Concrete	8,500	tons	6.00	51,000.00
Asphaltic Concrete Traffic Markers	1,250	lin. ft.	0.50	625.00
				$394,023.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,250.00
Move Power Poles by California-Oregon Power Company	All Required	11,900.00
Seeding and Mulching	All Required	1,500.00
Adjust Water Lines by Oregon Water Corp.	All Required	20,640.00
Adjust Sewer Lines by City of Klamath Falls	All Required	7,290.00
Work by California-Pacific Utilities Company	All Required	3,780.00
Signing (MWO #5)	All Required	2,817.00
	Subtotal	$443,200.00
	Engr. & Cont.	41,221.30
	Total	$484,421.30

Length of Roadway - - - - - - - - - - - - 0.726 miles
Length of 3 Structures- - - - - - - - - - 0.080 mile (Exception)
Total Length- - - - - - - - - - - - - - 0.806 mile
Cost of Roadway Per Mile- - - - - - - - $667,246.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2-Lane Roadway	364,886.50	225,800.00	139,086.50
4-Lane Roadway	484,421.30	299,200.00	185,221.30
	$859,307.80	$531,000.00	$328,307.80

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.

Salem, Oregon, November 10, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 10,000.00

Type Code 6201
2-Lane Roadway (Sta. 0+00 to Sta. 31+32.54)(Sta. 73+91.79 to Sta. 116+17)
(Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	220	cu. yds.	$4.00	880.00
General Excavation, Unclassified	173,600	cu. yds.	0.48	83,328.00
Short Overhaul	987,800	yd. sta.	0.01	9,878.00
Long Overhaul	11,700	C-yd.sta.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800	cu. yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	8,000	lin. ft.	0.20	1,600.00
12-inch Concrete Pipe	40	lin. ft.	2.50	100.00
18-inch Concrete Pipe	670	lin. ft.	3.70	2,479.00
24-inch Concrete Pipe	190	lin. ft.	6.00	1,140.00
12-inch Corrugated Metal Pipe	170	lin. ft.	3.50	595.00
1½-inch Electrical Conduit	120	lin. ft.	1.00	120.00
Concrete Curbs	40	cu. yds.	40.00	1,600.00
Concrete Walks	270	sq. yds.	4.00	1,080.00
Concrete Inlets, Type "CG-1"	4	only	125.00	500.00
Metal Guard Rail, Galvanized	7,600	lin. ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110	only	4.00	440.00
Coarse Crushed Material in Base	42,300	tons	1.56	65,988.00
3/4" - 0 Material in Base	5,700	tons	1.56	8,892.00
Sprinkling	1,100	M-gals.	2.00	2,200.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	470	tons	3.00	1,410.00
Furnishing and Placing Aggregates	550	tons	3.00	1,650.00
RC-3 Asphalt	50	tons	60.00	3,000.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	12	tons	60.00	720.00
Class "B" Asphaltic Concrete	6,500	tons	6.00	39,000.00
Asphaltic Concrete Traffic Markers	350	lin. ft.	0.50	175.00
				$289,135.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by California-Oregon Power Company	All	Required		11,900.00
Seeding and Mulching	All	Required		1,500.00
Adjust Water Lines by Oregon Water Corp.	All	Required		20,640.00
Adjust Sewer Lines by City of Klamath Falls	All	Required		7,290.00
Signing (EWO #5)	All	Required		2,818.00
				$334,533.00

Traffic Signal Installation (Junction of Northbound On Ramp and Main Street)

Traffic Signal Installation	All Required	$ 5,750.00
	Subtotal	$340,283.00
	Engr. & Cont.	30,928.50
	Total	$371,211.50

Length of Roadway - - - - - - 1.367 Miles
Length of 2 Structures- - - - 0.130 Mile (Exceptions)
Total Length- - - - - - - - - 1.497 Miles
Cost of Roadway Per Mile- - - $271,551.93

Type Code 6201
4-Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42) (Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	250	cu. yds.	$4.00	1,000.00
General Excavation, Unclassified	337,000	cu. yds.	0.48	161,760.00
Short Overhaul	866,200	yd. sta.	0.01	8,662.00
Long Overhaul	16,800	C-yd.sta.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu. yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
18-inch Concrete Pipe	1,080	lin. ft.	3.70	3,996.00
Metal Guard Rail, Galvanized	4,700	lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.00	240.00
Metal Sight Posts, Double Reflector	10	only	4.00	40.00
Coarse Crushed Material in Base	49,100	tons	1.56	76,596.00
3/4" - 0 Material in Base	6,900	tons	1.56	10,764.00
Sprinkling	1,370	M-gal.	2.00	2,740.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.00	1,560.00
RC-3 Asphalt	70	tons	60.00	4,200.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	10	tons	60.00	600.00
Class "B" Asphaltic Concrete	8,500	tons	6.00	51,000.00
Asphaltic Concrete Traffic Markers	1,250	lin. ft.	0.50	625.00
				$394,023.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by California-Oregon Power Company	All	Required		11,900.00
Seeding and Mulching	All	Required		1,500.00
Adjust Water Lines by Oregon Water Corp.	All	Required		20,640.00
Adjust Sewer Lines by City of Klamath Falls	All	Required		7,290.00

Work by California-Pacific Utilities Company	All Required	$ 3,780.00
Signing (EWO #5)	All Required	2,817.00
	Subtotal	$443,200.00
	Engr. & Cont.	41,221.30
	Total	$484,421.30

Length of Roadway - - - - - - - - 0.726 Mile
Length of 3 Structures- - - - - - 0.080 Mile (Exception)
Total Length- - - - - - - - - - - - 0.806 Mile
Cost of Roadway Per Mile- - - - $667,246.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2-Lane Roadway*	371,211.50	229,500.00	141,711.50
4-Lane Roadway	484,421.30	299,200.00	185,221.30
	$865,632.80	$534,700.00	$330,932.80

*2-Lane Roadway	Total Cost	Federal Funds	State Funds
P.A. Status	$364,886.50	$225,800.00	$139,086.50
P.S. & E. Status	6,325.00	3,700.00	2,625.00
	$371,211.50	$229,500.00	$141,711.50

KLAMATH FALLS SECTION

PROJECT NO. U-205(9)

Estimated costs of work to be done by the California-Pacific Utilities.

Materials		$ 1,693.29
Labor		928.00
Equipment		1,168.00
		$ 3,789.29
	4-Lane, Use	$ 3,780.00

Estimated costs of work to be done by the Oregon Water Corporation.

Materials		$26,732.89
Labor		4,500.00
Equipment		10,047.11
		$41,280.00
	2-Lane, Use	$20,640.00
	4-Lane, Use	$20,640.00

Estimated costs of work to be done by the California-Oregon Power Company.

Materials		$11,093.00
Labor		11,303.00
Equipment		1,904.00
Overhead and Miscellaneous		4,849.00
Salvage Credit		5,316.00 Cr.
		$23,833.00
	2-Lane, Use	$11,900.00
	4-Lane, Use	$11,900.00

Estimated costs of work to be done by the City of Klamath Falls.

Lump Sum Based on Unit Prices		$14,586.00
	2-Lane, Use	$ 7,290.00
	4-Lane, Use	$ 7,290.00

RECEIVED
NOV 13 1958
FOR FILING

Contract 5301

COPY SENT
NOV 17 1958
Washington

Monthly Transaction No. 11-94	For[illegible] 2 (9-[illegible])	[illegible]e Oregon
Project Report No. U-205(9)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Klamath**
5301		Project No. **U-205(9)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. N. Urban boundary to Main St. (Klamath Falls) (Klamath Falls Section) on U.S. 97

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	6-5-58	------
Rights-of-Way		
Construction	6-25-58	2.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 859,308.00	$ 531,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **November 17, 1958**

USComm-DC 40257

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Klamath Falls Section, Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:Mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Klamath Falls Section, Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

PMC:mkh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 9, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
2-Lane Roadway (Sta. 0+00 to Sta. 31+32.54) (Sta. 73+91.79 to (Sta. 116+17) (Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	220	cu. yds.	$ 4.00	880.00
General Excavation, Unclassified	173,600	cu. yds.	0.48	83,328.00
Short Overhaul	987,800	yd. sta.	0.01	9,878.00
Long Overhaul	11,700	C-Y-sta.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800	cu. yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	8,000	lin. ft.	0.20	1,600.00
12-inch Concrete Pipe	40	lin. ft.	2.50	100.00
18-inch Concrete Pipe	670	lin. ft.	3.70	2,479.00
24-inch Concrete Pipe	190	lin. ft.	6.00	1,140.00
12-inch Corrugated Metal Pipe	170	lin. ft.	3.50	595.00
1¼-inch Electrical Conduit	120	lin. ft.	1.00	120.00
Concrete Curbs	40	cu. yds.	40.00	1,600.00
Concrete Walks	270	sq. yds.	4.00	1,080.00
Concrete Inlets, Type "CG-1"	4	only	125.00	500.00
Metal Guard Rail, Galvanized	7,600	lin. ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110	only	4.00	440.00
Coarse Crushed Material in Base	42,300	tons	1.56	65,988.00
3/4" - 0 Material in Base	5,700	tons	1.56	8,892.00
Sprinkling	1,100	M-gals.	2.00	2,200.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	470	tons	3.00	1,410.00
Furnishing and Placing Aggregates	550	tons	3.00	1,650.00
RC-3 Asphalt	50	tons	60.00	3,000.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	12	tons	60.00	720.00
Class "B" Asphaltic Concrete	6,500	tons	6.00	39,000.00
Asphaltic Concrete Traffic Markers	350	lin. ft.	0.50	175.00
				$289,135.00

		$289,135.00
Flagging (57½% of Contractors Cost)	All Required	1,250.00
Move Power Poles by California-Oregon Power Company	All Required	11,900.00
Seeding and Mulching	All Required	1,500.00
Adjust Water Lines by Oregon Water Corp.	All Required	20,640.00
Adjust Sewer Lines by City of Klamath Falls	All Required	7,290.00
	Subtotal	$331,715.00
	10% Engr. & Cont.	33,171.50
	Total	$364,886.50

Length of Roadway	1.367 miles	
Length of 2 Structures	0.130 mile	(Exceptions)
Total Length	1.497 miles	
Cost of Roadway Per Mile	$266,925.01	

Type Code 6201
4-Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42)
(Contract No. 5301)

Clearing and Grubbing	All Required(50%)$		$ 17,500.00
Drainage Excavation, Unclassified	250 cu. yds.	4.00	1,000.00
General Excavation, Unclassified	337,000 cu. yds.	0.48	161,760.00
Short Overhaul	866,200 yd. sta.	0.01	8,662.00
Long Overhaul	16,800 C-Y-sta.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700 cu. yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All Required (50%)		1,000.00
Rounding Cutbanks	5,000 lin. ft.	0.20	1,000.00
18-Inch Concrete Pipe	1,080 lin. ft.	3.70	3,996.00
Metal Guard Rail, Galvanized	4,700 lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60 only	4.00	240.00
Metal Sight Posts, Double Reflector	10 only	4.00	40.00
Coarse Crushed Material in Base	49,100 tons	1.56	76,596.00
3/4" - 0 Material in Base	6,900 tons	1.56	10,764.00
Sprinkling	1,370 M-gal.	2.00	2,740.00
Preparation of Base	All Required (50%)		750.00
3/4" - 0 Material in Binder Course	580 tons	3.00	1,740.00
Furnishing and Placing Aggregates	520 tons	3.00	1,560.00
RC-3 Asphalt	70 tons	60.00	4,200.00
120-150 Asphalt	35 tons	58.00	2,030.00
RS-1 Asphalt	10 tons	60.00	600.00
Class "B" Asphaltic Concrete	8,500 tons	6.00	51,000.00
Asphaltic Concrete Traffic Markers	1,250 lin. ft.	0.50	625.00
			$394,023.00

Flagging (57½% of Contractor's Cost)	All Required	$394,023.00
Move Power Poles by California-Oregon Power Company	All Required	1,250.00
Seeding and Mulching	All Required	11,900.00
Adjust Water Lines by Oregon Water Corp.	All Required	1,500.00
Adjust Sewer Lines by City of Klamath Falls	All Required	20,640.00
Work by California-Pacific Utilities Company	All Required	7,290.00
	All Required	3,780.00
	Subtotal	$440,383.00
	10% Engr. & Cont.	44,038.30
	Total	$484,421.30

Length of Roadway	0.726 Miles
Length of 3 Structures	0.080 Mile (Exception)
Total Length	0.806 Miles
Cost of Roadway Per Mile	$667,246.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2-Lane Roadway	364,886.50	225,800.00	139,086.50
4-Lane Roadway	484,421.30	299,200.00	185,221.30
	$859,307.80	$531,000.00	$328,307.80

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

KLAMATH FALLS SECTION

PROJECT NO. U-205 (9)

Estimated Costs of Work to be Done by the California-Pacific Utilities

Materials	$ 1,693.29
Labor	928.00
Equipment	1,168.00
	$ 3,789.29
4-Lane, Use	$ 3,790.00

Estimated Costs of Work to be Done by the Oregon Water Corporation

Materials	$26,732.89
Labor	4,500.00
Equipment	10,047.11
	$41,280.00
2-Lane, Use	$20,640.00
4-Lane, Use	(20,640.00

Estimated Costs of Work to be Done by
the California-Oregon Power Company

Materials		$11,093.00
Labor		11,303.00
Equipment		1,904.00
Overhead & Misc.		4,849.00
Salvage Credit		5,316.00 Cr.
		$23,833.00
	2-Lane, Use	$11,900.00
	4-Lane, Use	$11,900.00

Estimated Costs of Work to be Done by
The City of Klamath Falls

Lump Sum Based on Unit Prices		$24,586.00
	2-Lane, Use	$ 7,290.00
	4-Lane, Use	$ 7,290.00

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 24, 1958

Type Code P. E.

Preliminary Engineering	All Required		$10,000.00

Type Code 6201
2 Lane Roadway (Sta. 0+00 to Sta. 31+32.54)(Sta. 73+91.79 to Sta. 116+17)

Clearing and Grubbing	All Required (50%)		$11,250.00
Drainage Excavation, Unclassified	220 cu.yds.	$ 3.00	660.00
General Excavation, Unclassified	173,600 cu.yds.	0.60	104,160.00
Short Overhaul	987,800 yd.stas.	0.015	14,817.00
Long Overhaul	11,700 C-yd.stas.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800 cu.yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All Required (50%)		1,750.00
Rounding Cutbanks	8,000 lin.ft.	0.20	1,600.00
12 Inch Concrete Pipe	40 lin.ft.	2.50	100.00
18 Inch Concrete Pipe	670 lin.ft.	4.50	3,015.00
24 Inch Concrete Pipe	190 lin.ft.	6.00	1,140.00
12 Inch Corrugated Metal Pipe	170 lin.ft.	4.00	680.00
1½ Inch Electrical Conduit	120 lin.ft.	1.75	210.00
Concrete Curbs	40 cu.yds.	55.00	2,200.00
Concrete Walks	270 sq.yds.	4.50	1,215.00
Concrete Inlets, Type "CG-1"	4 only	90.00	360.00
Metal Guard Rail, Galvanized	7,600 lin.ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110 only	5.00	550.00
Coarse Crushed Material in Base	42,300 tons	1.45	61,335.00
3/4" - 0 Material in Base	5,700 tons	1.60	9,120.00
Sprinkling	1,100 M-Gals.	3.00	3,300.00
Preparation of Base	All Required (50%)		375.00
3/4" - 0 Material in Binder Coarse	470 tons	3.00	1,410.00
Furnishing and Placing Aggregates	550 tons	3.25	1,787.50
RC-3 Asphalt	50 tons	50.00	2,500.00
120-150 Asphalt	35 tons	48.00	1,680.00
RS-1 Asphalt	12 tons	50.00	600.00
Class "B" Asphaltic Concrete	6,500 tons	6.25	40,625.00
Asphaltic Concrete Traffic Markers	350 lin.ft.	1.00	350.00
			$307,869.50
Flagging (57½% of Contractor's Costs)	All Required		1,250.00
Move Power Poles by California-Oregon Power Co.	All Required		10,000.00

Seeding and Mulching	All Required	$ 1,500.00
Adjust Water Lines by Oregon Water Corp	All Required	24,000.00
Adjust Sewer Lines by City of Klamath Falls	All Required	1,750.00
	Subtotal	$ 346,369.50
	10% Engr. & Cont.	34,636.95
	Total	$ 381,006.45

Length of Roadway	1.367 Miles
Length of 2 Structures	0.130 Mile
Total Length	1.497 Miles
Cost of Roadway Per Mile	$278,717.22

Type Code 6201

4 Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42)

Clearing and Grubbing	All	Required (50%)		$11,250.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 3.00	750.00
General Excavation, Unclassified	337,000	cu.yds.	0.60	202,200.00
Short Overhaul	866,200	yd. stas.	0.015	12,993.00
Long Overhaul	16,800	C-yd.stas.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu.yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All	Required (50%)		1,750.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
18 Inch Concrete Pipe	1,080	lin.ft.	4.50	4,860.00
Metal Guard Rail, Galvanized	4,700	lin.ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.50	270.00
Metal Sight Posts, Double Reflector	10	only	5.00	50.00
Coarse Crushed Material in Base	49,100	tons	1.45	71,195.00
3/4"-0 Material in Base	6,900	tons	1.60	11,040.00
Sprinkling	1,370	M-Gals.	3.00	4,110.00
Preparation of Base	All	Required (50%)		375.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.25	1,690.00
RC-3 Asphalt	70	tons	50.00	3,500.00
120-150 Asphalt	35	tons	48.00	1,680.00
RS-1 Asphalt	10	tons	50.00	500.00
Class "B" Asphaltic Concrete	8,500	tons	6.25	53,125.00
Asphaltic Concrete Traffic Markers	1,250	lin.ft.	1.00	1,250.00
				$431,548.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by California-Oregon Power Co.	All	Required		10,000.00
Seeding and Mulching				1,500.00
Adjust Water Lines by Oregon Water Corp	All	Required		24,000.00

Adjust Sewer Lines by City of Klamath Falls	All Required	$ 1,750.00
	Subtotal	$470,048.00
	10% Engr. & Cont.	47,004.80
	Total	$517,052.80

Length of Roadway	0.726 Mile
Length of 3 Structures	0.080 Mile
Total Length	0.806 Mile
Cost of Roadway Per Mile	$712,193.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2 Lane Roadway	381,006.45	235,000.00	146,006.45
4 Lane Roadway	517,052.80	320,000.00	197,052.80
	$908,059.25	$561,000.00	$347,059.25

Seeding and Mulching		All Required		$ 1,500.00
Adjust Water Lines by ~~City of Klamath Falls~~ Oregon Water Corp		All Required		24,000.00
Adjust Sewer Lines by City of Klamath Falls		All Required		1,750.00
		Subtotal		$346,369.50
		10% Engr. & Cont.		34,636.95
		Total		$381,006.45

Length of Roadway	1.367 Miles
Length of 2 Structures	0.130 Mile
Total Length	1.497 Miles
Cost of Roadway Per Mile	$278,717.22

Type Code 6201

4 Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42)

Clearing and Grubbing	All	Required (50%)		$11,250.00
Drainage Excavation, Unclassified	250	cu.yds.	$ 3.00	750.00
General Excavation, Unclassified	337,000	cu.yds.	0.60	202,200.00
Short Overhaul	866,200	yd. stas.	0.015	12,993.00
Long Overhaul	16,800	C-yd.stas.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu.yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All	Required (50%)		1,750.00
Rounding Cutbanks	5,000	lin.ft.	0.20	1,000.00
18 Inch Concrete Pipe	1,080	lin.ft.	4.50	4,860.00
Metal Guard Rail, Galvanized	4,700	lin.ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.50	270.00
Metal Sight Posts, Double Reflector	10	only	5.00	50.00
Coarse Crushed Material in Base	49,100	tons	1.45	71,195.00
3/4"-0 Material in Base	6,900	tons	1.60	11,040.00
Sprinkling	1,370	M-Gals.	3.00	4,110.00
Preparation of Base	All	Required (50%)		375.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.25	1,690.00
RC-3 Asphalt	70	tons	50.00	3,500.00
120-150 Asphalt	35	tons	48.00	1,680.00
RS-1 Asphalt	10	tons	50.00	500.00
Class "B" Asphaltic Concrete	8,500	tons	6.25	53,125.00
Asphaltic Concrete Traffic Markers	1,250	~~tons~~ lin. ft.	1.00	1,250.00
				$431,548.00
Flagging (57½% of Contractor's Cost)		All Required		1,250.00
Move Power Poles by California-Oregon Power Co.		All Required		10,000.00
Seeding and Mulching				1,500.00
Adjust Water Lines by ~~City of Klamath Falls~~ Oregon Water Corp		All Required		24,000.00

Oregon State Highway Department

Federal Aid
Project No. U-205(9)

KLAMATH FALLS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Revised to include utility work. Not as a basis for project agreement.)

Salem, Oregon, September 24, 1958

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 10,000.00

Type Code 6201
2-Lane Roadway (Sta. 0+00 to Sta. 31+32.54)(Sta. 73+91.79 to Sta. 116+17)
(Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	220	cu. yds.	$4.00	880.00
General Excavation, Unclassified	173,600	cu. yds.	.48	83,328.00
Short Overhaul	987,800	yd. sta.	0.01	9,878.00
Long Overhaul	11,700	C-yd.sta.	0.40	4,680.00
Furnishing and Placing Topsoil	6,800	cu. yds.	2.00	13,600.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	8,000	lin. ft.	0.20	1,600.00
12-inch Concrete Pipe	40	lin. ft.	2.50	100.00
18-inch Concrete Pipe	670	lin. ft.	3.70	2,479.00
24-inch Concrete Pipe	190	lin. ft.	6.00	1,140.00
12-inch Corrugated Metal Pipe	170	lin. ft.	3.50	595.00
1½-inch Electrical Conduit	120	lin. ft.	1.00	120.00
Concrete Curbs	40	cu. yds.	40.00	1,600.00
Concrete Walks	270	sq. yds.	4.00	1,080.00
Concrete Inlets, Type "CG-1"	4	only	125.00	500.00
Metal Guard Rail, Galvanized	7,600	lin. ft.	3.00	22,800.00
Metal Sight Posts, Double Reflector	110	only	4.00	440.00
Coarse Crushed Material in Base	42,300	tons	1.56	65,988.00
3/4" - 0 Material in Base	5,700	tons	1.56	8,892.00
Sprinkling	1,100	M-gals.	2.00	2,200.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	470	tons	3.00	1,410.00
Furnishing and Placing Aggregates	550	tons	3.00	1,650.00
RC-3 Asphalt	50	tons	60.00	3,000.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	12	tons	60.00	720.00
Class "B" Asphaltic Concrete	6,500	tons	6.00	39,000.00
Asphaltic Concrete Traffic Markers	350	lin. ft.	.50	175.00
				$289,135.00
Flagging (57½% of Contractor's Costs)	All	Required		1,250.00
Move Power Poles by Calif.-Oregon Power Co.	All	Required		11,900.00
Seeding and Mulching	All	Required		1,500.00
Adjust Water Lines by Oregon Water Corp.	All	Required		20,640.00
Adjust Sewer Lines by City of Klamath Falls	All	Required		7,290.00

Subtotal	$331,715.00
10% Engr. & Cont.	33,171.50
Total	$364,886.50

Length of Roadway	1.367 Miles
Length of 2 Structures.	0.130 Mile
Total Length.	1.497 Miles
Cost of Roadway Per Mile.	$266,925.01

Type Code 6201

4-Lane Roadway (Sta. 31+32.54 to Sta. 73+92.42)(Contract No. 5301)

Clearing and Grubbing	All	Required (50%)		$ 17,500.00
Drainage Excavation, Unclassified	250	cu. yds.	$4.00	1,000.00
General Excavation, Unclassified	337,000	cu. yds.	0.48	161,760.00
Short Overhaul	866,200	yd. sta.	0.01	8,662.00
Long Overhaul	16,800	C-yd.sta.	0.40	6,720.00
Furnishing and Placing Topsoil	12,700	cu. yds.	2.00	25,400.00
Finishing Roadbed and Slopes	All	Required (50%)		1,000.00
Rounding Cutbanks	5,000	lin. ft.	0.20	1,000.00
18-inch Concrete Pipe	1,080	lin. ft.	3.70	3,996.00
Metal Guard Rail, Galvanized	4,700	lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	60	only	4.00	240.00
Metal Sight Posts, Double Reflector	10	only	4.00	40.00
Coarse Crushed Material in Base	49,100	tons	1.56	76,596.00
3/4" - 0 Material in Base	6,900	tons	1.56	10,764.00
Sprinkling	1,370	M-gal.	2.00	2,740.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	580	tons	3.00	1,740.00
Furnishing and Placing Aggregates	520	tons	3.00	1,560.00
RC-3 Asphalt	70	tons	60.00	4,200.00
120-150 Asphalt	35	tons	58.00	2,030.00
RS-1 Asphalt	10	tons	60.00	600.00
Class "B" Asphaltic Concrete	8,500	tons	6.00	51,000.00
Asphaltic Concrete Traffic Markers	1,250	lin. ft.	0.50	625.00
				$394,023.00
Flagging (57½% of Contractor's Cost)	All	Required		1,250.00
Move Power Poles by Calif.-Oregon Power Co.	All	Required		11,900.00
Seeding and Mulching	All	Required		1,500.00
Adjust Water Lines by Oregon Water Corp.	All	Required		20,640.00
Adjust Sewer Lines by City of Klamath Falls	All	Required		7,290.00
Work by California-Pacific Utilities Co.	All	Required		3,780.00
	Subtotal			$440,383.00
	10% Engr. & Cont.			44,038.30
	Total			$484,421.30

Length of Roadway	.0.726 Mile
Length of 3 Structures.	.0.080 Mile
Total Length.	.0.806 Mile
Cost of Roadway Per Mile.	.$667,246.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
2-Lane Roadway	364,886.50	225,800.00	139,086.50
4-Lane Roadway	484,421.30	299,200.00	185,221.30
	$859,307.80	$531,000.00	$328,307.80

KLAMATH FALLS SECTION

PROJECT NO. U-205(9)

Estimated costs of work to be done by the California-Pacific Utilities.

Materials		$ 1,693.29
Labor		928.00
Equipment		1,168.00
		$ 3,789.29
	4-Lane Use	$ 3,780.00

Estimated costs of work to be done by the Oregon Water Corporation.

Materials		$26,732.89
Labor		4,500.00
Equipment		10,047.11
		$41,280.00
	2-Lane Use	$20,640.00
	4-Lane Use	$20,640.00

Estimated costs of work to be done by the California-Oregon Power Co.

Materials		$11,093.00
Labor		11,303.00
Equipment		1,904.00
Overhead & Miscellaneous		4,849.00
Salvage Credit		5,316.00 Cr.
		$23,833.00
	2-Lane Use	$11,900.00
	4-Lane Use	$11,900.00

Estimated costs of work to be done by the City of Klamath Falls

Lump Sum Base on Unit Prices		$14,586.00
	2-Lane Use	$ 7,290.00
	4-Lane Use	$ 7,290.00

KLAMATH FALLS SECTION

PROJECT NO. U-205(9)

Estimated costs of work to be done by the California-Pacific Utilities.

Materials		$ 1,693.29
Labor		928.00
Equipment		1,168.00
		$ 3,789.29
	4-Lane Use	$ 3,780.00

Estimated costs of work to be done by the Oregon Water Corporation.

Materials		$26,732.89
Labor		4,500.00
Equipment		10,047.11
		$41,280.00
	2-Lane Use	$20,640.00
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Overhead & Miscellaneous		4,849.00
Salvage Credit		5,316.00 Cr.
		$23,833.00
	2-Lane Use	$11,900.00
	4-Lane Use	$11,900.00

Estimated costs of work to be done by the City of Klamath Falls

Lump Sum Base on Unit Prices		$14,586.00
	2-Lane Use	$ 7,290.00
	4-Lane Use	$ 7,290.00

RECEIVED
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FOR FILING

11 205(1)

5301

A

January 20, 1960

The Fidelity & Casualty Co. of N. Y.
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release the revised semi-final payment to Rogers Construction Co., on contract #5301 for grading-paving the Klamath Falls Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $25,648.96, will be released to contractor as soon as the warrant is prepared. The retained percentage is $22,239.60.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

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U-205(9)

5301

A

January 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 9, 1960, on Contract No. 5301, Klamath Falls Section in Klamath County, in connection with Federal Aid Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
[illegible]:er

Form E-1—(Rev.)-

U-205(9)
5301

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 1960

Section Klamath Falls

Kind of work Grading and Paving

Highway The Dalles-Calif. County Klamath

Section prefix 18-1082

Contractor Rogers Construction Co.

Contract number 5301

Date of contract August 29, 1958

Specified work days 180

Date work started September 19, 1958

Work days used 172

Project authorization $ 870,365.25

Exclusive of engineering $ 808,472.61

Per cent of time elapsed 95.56 %

Estimated cost of completed project, exclusive of engineering $ 831,500.00

Estimated per cent overrun or underrun 4.98 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 61,892.64

Engineering cost to date $ 77,782.22, 125.67 %

Date project was completed January 9, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Two men worked Monday thru Wednesday, Friday and one half day Saturday on right of way fence on the east side of the highway between the south end of the California Avenue Overcrossing and the south end of the project. This fencing was completed Saturday to complete work on this project.

—FINAL REPORT—

CONSTRUCTION DIVISION
RECEIVED
JAN 13 1960
NOTED-- CE ACE ACE CCE

NOTED
C. E. PAULSEN

Signed H. Reid Merritt

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.30	2.30			2.30
Miles partially completed	2.30	2.30			2.30
Miles completed	2.30	2.30			2.30
Total estimated quantities (contract)	510,600 C.Y.	104,000 Ton			15,000 Ton
Total quantities corrected to date	503,563 C.Y.	111,621 Ton			14,856 Ton
Estimated quantities moved or placed to date	503,563 C.Y.	111,621 Ton			14,856 Ton
Average daily quantities	0 C.Y.	0 Ton			0 Ton
Average daily quantities necessary to complete project on time	0 C.Y.	0 Ton			0 Ton
Number shifts per day	1	0			0
Hours per shift	8	0			0
Average force on project for week	2	0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Pickup . 1 ., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Pt. Cloudy-Cold		
Monday	Pt. Cloudy-Cold		
Tuesday	Pt. Cloudy-Cold		
Wednesday	Cloudy-Cold		
Thursday	Snow-Rain		
Friday	Cloudy-Cool		
Saturday	Pt. Cloudy-Cool		

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A

January 4, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co., on contract #5301 for grading-paving on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $25,469.30, will be released to contractor on or after January 14, 1960. The retained percentage is $22,234.04.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland, Oregon

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U-505(4)

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A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1959

SUBJECT: Klamath Falls Bypass
The Dalles-California Highway
Contract No. 5301

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Extra Work Order No. (8) which covers the construction of Type "C" concrete curb and drainage appurtenances on a portion of First Street under the California Avenue Overcrossing.

The need for this work did not become evident and could not be done due to structural work under way on the California Avenue Overcrossing until all work of a similar type had been finished on the job. We therefore requested the contractor to do this work after other work was finished at a considerable additional cost to him. The Extra Work Order represents the additional cost over and above that bid for it at unit bid price.

I discussed this with you this date with the idea in mind that we would not ask Bureau participation on this work and you approved the same on this basis.

It is recommended by this office that this Extra Work Order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc R. L. Porter

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 1960

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1959

SUBJECT: Klamath Falls Bypass
The Dalles-California Highway
Contract No. 5301

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Price Agreements No. 5 and 6 for the settlement of contractor's claims on the subject named job.

Price Agreement No. 5 is an adjustment of the contractor's claim for additional expenses incurred by error in slope stakes. Work represented on the order also involves clean up work on existing slopes above Conger Avenue and outside of the area of new grading. It is believed that this claim is a valid one and the contractor should be compensated therefor.

Price Agreement No. 6 is an adjustment to the contractor for additional costs for the necessity to haul approximately 9,500 cubic yards of material across the railroad at grade which haul was not contemplated in the plans. This was occasioned by the necessity of raising the grade at the extreme northerly end of the project to match the existing highway. The additional allowance of 8 cents per cubic yard for this material over and above the unit bid price is considered fair and equitable.

It is therefore my recommendation that the same be approved as submitted.

This was discussed with you this date and you gave approval for processing these agreements without requesting participation by the Bureau of Public Roads.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp

Enc.

cc R. L. Porter

NOTED
FORREST COOPER

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Salem, Oregon
December 30, 1959

Reduction of retained
percentage

C. H. Maison
Auditor

This is to authorize the reduction of the retained percentage to 5% on Contract No. 5301, Klamath Falls Section in Klamath County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

JOA:sm

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December 4, 1959

Mr. H. B. Ashley
Clerk, Klamath Falls Public School
Klamath Union High School Building
Klamath Falls, Oregon

Dear Mr. Ashley:

Your letter of December 2, addressed to Mr. C. G. Swenson and having to do with the Klamath Falls Bypass in the vicinity of the Joseph Conger School, has been referred to me.

In looking back over the files on this project, I find that the agreement which you mentioned in your letter is contained in the right-of-way option executed at the time the property was acquired. This option requires the State to pay to the District $2,485 for the construction of 710 feet of chain-link fence 5 feet in height with the posts set in concrete. This was in addition to the value of the land taken. We have already paid you for the land and are holding in our files voucher in payment for the fence, which was to be paid as soon as the fence is constructed. This was reaffirmed in our letter of January 11, 1958, sent you by our Right of Way Office Manager, Mr. Earl Saling, receipt of which was acknowledged in your letter of September 27, 1958. We are ready, of course, to pay the District this agreed amount as soon as the fence is completed.

The guardrails mentioned in your letter of December 2, 1959, are in place and, we believe, constitute a reasonable protection of the school ground from vehicles on the highway.

Unless there are other agreements which do not appear in our files, we do not see where we have been lax in fulfilling our commitments to the School District.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Dean Swift
Mr. Walter Wright

A. L. GRALAPP
SUPERINTENDENT

H. B. ASHLEY
CLERK

KLAMATH FALLS PUBLIC SCHOOLS
KLAMATH FALLS SCHOOL DISTRICT NO. 1
KLAMATH UNION HIGH SCHOOL DISTRICT NO. 2
KLAMATH UNION HIGH SCHOOL BUILDING
KLAMATH FALLS, OREGON

December 2, 1959

Mr. C. G. Swenson, Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

On November 12, 1959, the Board of Directors of School District #1 of Klamath County, Oregon, Klamath Falls City Manager Vergeer, Klamath Falls City Engineer Saunders, State Resident Highway Engineer Merritt, and other School District administrative personnel inspected the area surrounding Joseph Conger School in relation to the new West Side Bypass.

As you are aware, pursuant to the agreement between the School District and the State, the State agreed to install a guard rail or embankment to protect the school grounds from vehicles, among other things.

The relationship of the West Side Bypass to the Joseph Conger School building and playground, as shown in the enclosed five photographs, leads the Board of Directors to question the adequacy of the present barriers as protection to the children at the school.

For the sake of clarification the following identification of the photographs is given:

"A" - The northwest corner of the school from the highway.
"B" - A portion of the south playground, including the southwest corner of the building, and the highway.
"C" - A portion of the west side of the building nearest the highway.
"D" - The northwesterly wing of the building from the highway. This wing also appears in A, C, and E.
"E" - The North playground, the north end of the building, and the highway.

The School District hereby requests that you take whatever action is necessary to insure the safety of the children upon the school grounds at Joseph Conger School as a result of the construction and use of the West Side Bypass.

Very truly yours,

H B Ashley

H. B. ASHLEY, Clerk

Encl - 5
cc: Mr. Vergeer
Mr. Merritt

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A

B

c

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E

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CITY OF KLAMATH FALLS, OREGON
OFFICE OF THE CITY MANAGER

December 4, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Mr. Paxson:

In reply to your letter of December 3, 1959, with reference to speed control on the new bypass, 25 miles per hour at the South end and 55 miles per hour on the balance of the bypass is perfectly acceptable.

Yours truly,

G. S. Vergeer
City Manager

GSV:vs

Copy to Crandall

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DEC - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
DEC 7 1959
OFFICE OF
STATE HIGHWAY COMMISSION

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December 3, 1959

Mr. G. S. Vergeer
City Manager
City Hall
Klamath Falls, Oregon

Dear Mr. Vergeer:

This will acknowledge your letter of November 24, 1959 requesting the establishment and signing of a speed zone on the newly opened West Side Bypass with a 50-mile-per-hour zone for the over-all section and 25 or 30 miles per hour along the approach to the Main Street intersection at the south end of the bypass.

The short section of 25 or 30 miles per hour on the south end at the Main Street intersection would appear in order; however, I rather question 50 miles per hour for the over-all section. The statutory speed for rural highway sections is 55 miles per hour and it would seem that any posting below 55 miles per hour for this newly completed facility would be rather unduly restrictive.

We are proceeding with the posting of the short section of 25 miles per hour on the south end of the bypass, and before posting of the 55 miles per hour on the balance of the bypass section, we would like your reaction, keeping in mind that 55 miles per hour is statutory for this type of highway section and such could be accomplished without formal action on the part of the State Speed Control Board.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

FHC:bf ae

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 30, 1959

NOTED
W. C. WILLIAMS

SUBJECT: Klamath Falls Bypass
The Dalles-California Highway
Contract No. 5301

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

I forward herewith a plan showing the intersection of the subject named facility with Main Street at Klamath Falls. There have been some complaints regarding this entrance to Main Street. The sketches forwarded herewith show a revision to the westerly curb return at this entrance.

Will you please make arrangements to revise this entrance to this plan.

If we no longer have a contractor on this job, we will no doubt have to do the work by State Force. If such is the case, please make out a State Force Order with an estimate of cost and forward immediately.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper
W. Reid Meritt - with enclosure

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 27, 1959

SUBJECT: Klamath Falls Bypass
Island design

To:

Mr. Tom Edwards
Construction Engineer
OFFICE

The Traffic Engineering Division has made a restudy of the island design at the southerly end of the Klamath Falls Bypass and is recommending a minor change as indicated on the attached sketch.

Will you please take the necessary steps to see that this revision is constructed.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson

[illegible]
G. S. PAXSON

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5301

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

November 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-205(9), Klamath Falls Section of The Dalles-California Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Baxter

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1959

SUBJECT: Traffic Signal
Main Street and By-Pass Connection
Klamath Falls

To: G. S. Paxson
Ass't. State Highway Engineer
BUILDING

This is to advise that I did this date at 11:30 a.m. call City Manager G. S. Vergeer and make inquiry as to the City's disposition with regard to participating with the Highway Department in installing the above subject traffic signal. He advised that they were pressed for funds etc., and had not anticipated the expenditure. He also advised that Commissioner Glenn Jackson had been in Klamath Falls that morning and that he and others had discussed it with the Commissioner, looking for a method of financing.

I advised Mr. Vergeer that we were fortunate in being able to program this installation with Federal Aid Funds and as such 60 percent would be borne by the Federal Government and 40 percent by the State and that the Highway Department would revise its thinking to the end that the City need only participate in 20 percent of the total cost (one-half State's share) or possibly when Mr. Williams discussed this matter with Commissioner Jackson it might be decided that the State would bear the whole cost. I gathered from his conversation that the City might accept quite readily the 20 percent figure.

He did, however, state unequivocally that the City would maintain and pay the cost of electrical consumption. I do believe, however, that we possibly were in error in asking the City for 50 percent of the cost at the outset for the Bureau of Public Roads would not deem it ethical for us to collect more money for the cost of the installation of this project than the State's share.

I attach hereto a copy of a newspaper article which was in Tuesday's Klamath Falls paper, and also a copy of our letter to the Bureau of Public Roads advising them of the permanency of this signal.

J. Al. Head
J. Al. Head
Assistant Traffic Engineer

JAH:bf, tln
Attachment
cc: C. G. Swenson

NOTED
G. S. PAXSON

November 19, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
Room 408 - State Highway Bldg.
Salem, Oregon

Dear Sir:

2

You requested supplemental information on Project No. U-208-(9) traffic signal installation on the Klamath Falls By-Pass of The Dalles-California Highway at its temporary intersection with Main Street.

This is to advise that the present signal will also be used in the permanent design with only minor adjustment. Conger Street in the final design is realigned easterly so that it and the present by-pass connection to Main Street become a unit intersection. The present connection of the by-pass ultimately becomes an on-ramp to the by-pass for northbound traffic. Thus, the necessity of controlling traffic in this intersection will persist in the final operation of the over-all interchange as well as at the present.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer

By

F. B. Crandall
Traffic Engineer

JAH:bf
cc: R. L. Porter
Attn: J. W Nash

KLAMATH FALLS
Tuesday, November 17, 1959

By-Pass Opens Friday; Official Rites Slated

11/17/59

Official opening of the west side by-pass to Klamath Falls has been set for 10 a.m. Friday, November 20, it was announced at the Monday night meeting of the city council in the council chambers.

Mayor Lawrence Slater will cut the ribbon at the north entrance to the by-pass route, starting traffic flowing through the route that is expected to take much of the truck traffic out of the downtown area of Klamath Falls.

DEAN SWIFT, division engineer for the State Highway Department, stationed at Bend, will be here for the ceremony inaugurating use of the route which cost an estimated $1,843,000.

The Highway Department indicated to the council by letter Monday that it planned to install stop signs on all routes at the intersection of the by-pass with Main Street at the Link River Bridge.

A week ago it requested the city council to appropriate $3,250 as their half of the costs of traffic signals to be installed at this point. The council deliberated the question and tabled it pending further investigation. Council members questioned whether or not such signals would not be considered temporary inasmuch as the department plans a further link in the by-pass at some future date, taking it on over Lake Ewauna and up over the hill to connect with U S 97 south near the Ashland Junction.

IN THEIR MOST recent letter, the Highway Department stated it considered such signals to be of a permanent nature. However, the council took no further action on the request for $3,250, pointing out that this was the first request for this sum, and that it had not been budgeted in the current budget.

An ordinance confirming sale of city-owned property to Joseph M. Gresham of the Gresham Construction Company brought forth a discussion on whether or not the Gresham construction plan which is proposed for the area lying east of the by-pass route above Conger School provided sufficient ground for park or playground purposes.

The land being sold to the company was owned jointly by the city and the elementary school board and was part of the area which was formerly used for the sledding area.

The sale ordinance was given two readings, and one councilman requested that prior to the final reading next week, confirmation be given by Gresham that an area has been set aside for playground or park purposes above the by-pass.

A FINAL READING was given to the ordinance which withdraws a portion of the Sunnyland Addition from the Suburban Fire District. The city will continue to pay the portion of this area's assessment which went into the initial capital improvements of the fire district, but the area will no longer be liable for any operating costs of the district nor for any future capital expenditures.

The Salvation Army was given approval to establish its annual Christmas kettles at the corners of Eighth and Main, Ninth and Pine and Sixth and Main, beginning December 7. They were also granted permission to begin sale of their Christmas edition of "War Cry" throughout the city.

SEVERAL REQUESTS of the Klamath County Jaycees were approved by the council. One asked permission to park an Atomic Energy trailer exhibit Wednesday on the south side of Eighth Street next to the parking lot of the U.S. National Bank. This exhibit will feature uses of the atom in industry and will be open free of charge to the public.

The other Jaycee request was permission to hold a Christmas parade on Saturday, December 12.

In other action, the council approved a street light for the corner of Van Ness and Fairmount. They also passed a motion to call for bids for a new police car and a vehicle for the administration.

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Salem, Oregon
November 13, 1959

Klamath Falls Bypass Opening

Mr. Dean Swift
Division Engineer
Bend Office

[redacted]

This will confirm the date of November 20 for the opening of the West Klamath Falls Bypass.

A short ceremony is being planned by the local people and you should represent the Highway Commission. I assume that you will make a few appropriate remarks and give them some statistics re the project.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. F. M. Stephenson

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OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Klamath Falls Section** Highway **The Dalles-California**

County **Klamath** MP_____ to MP_____ Contractor **Rogers Construction**

Resident Engineer **R. Meritt** Inspector_____

Date Completed **November, 1959** Date Reported **November 5, 1959**

Type and Thickness of Wearing Surface **3½" B** A. C.____ Oil Mat_____ Seal.

N, [✓ S,] E, W from MP or Sta. **20+00**

Mile	Wheel Count	Outside Ln. Roughness Total	Outside Ln. Roughness Per Mile	Inside Ln. Test Run On Top	Inside Ln. Total	Inside Ln. per mi.
1	750	63	63	x	62	62
2	1500	119	56	x		
3	2250					
4	3000					
5	3750					
6	4500					

Average Roughness Per Mile Outside Lane 60"
Average Roughness Per Mile Inside Lane 62"

[✓ N,] S, E, W from MP or Sta. **125+00**

Mile	Wheel Count	Outside Ln. Roughness Total	Outside Ln. Roughness Per Mile	Inside Ln. Test Run On Top	Inside Ln. Total	Inside Ln. per mi.
1	750	53	53	x	58	58
2	1500	120	67	x	1.5- 85-	54
3	2250					
4	3000					
5	3750					
6	4500					

Average Roughness Per Mile Outside Lane 60"
Average Roughness Per Mile Inside Lane 56.7"

Remarks: _____

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
1959
FOR FILING
U-205 ([illegible])

5301

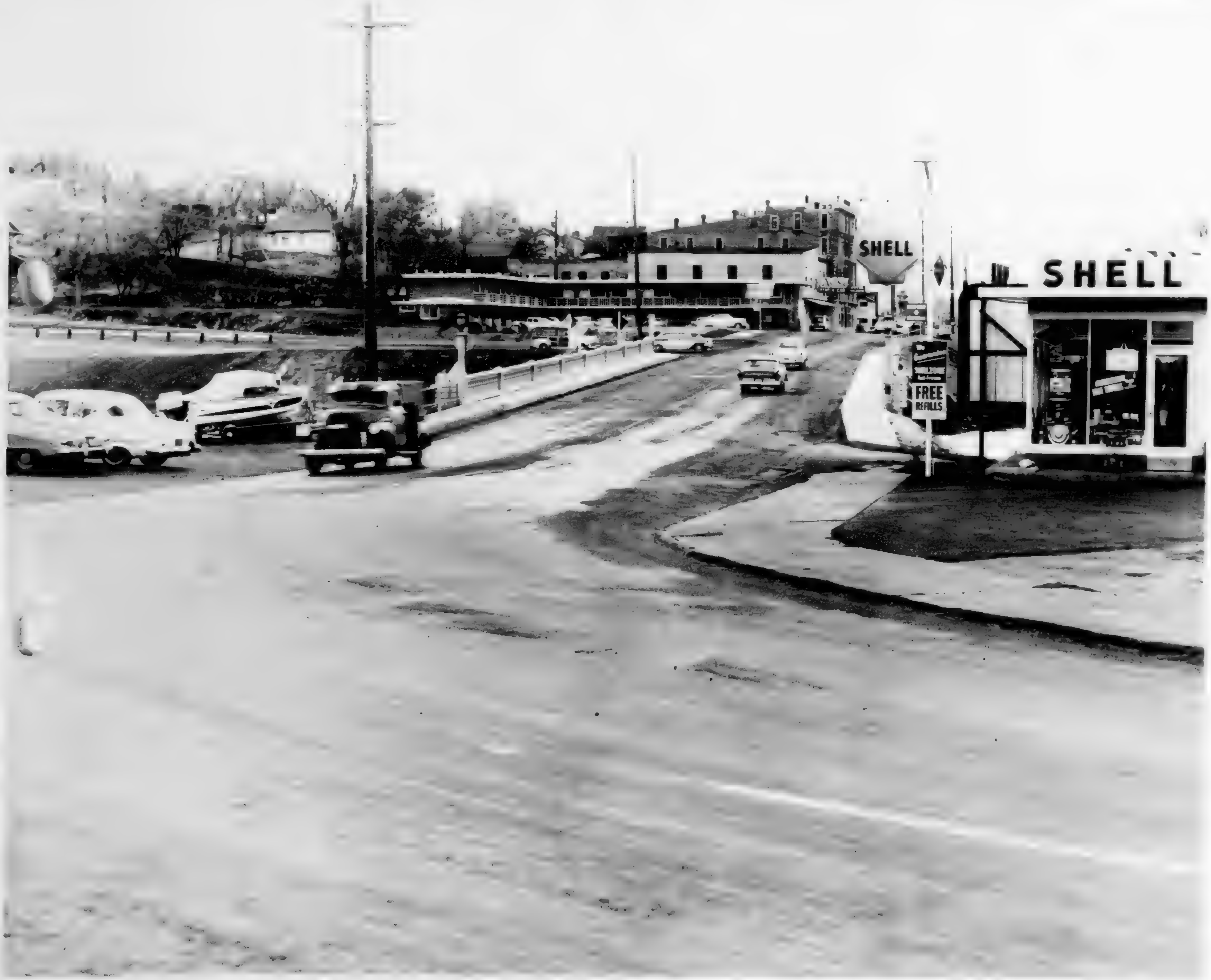
STATE HIGHWAY COMMISSION MEETING

Delegation G. S. Vergeer, City Mgr. of Klamath Falls, and others, re problems resulting from West Side Bypass, particularly at Main St. intersection, & possible improvements in hwys. in & near Klamath Falls during next five years.

Date Nov. 6, 1959

Time 10:00 a.m.

Name	City or Town	Capacity
[illegible]n)	Klamath Falls	C[illegible]
G. S. Vergeer (spokesman)	"	City Mgr.
James M. Barnes	"	City Councilman
Ladd D. Hoyt	"	" "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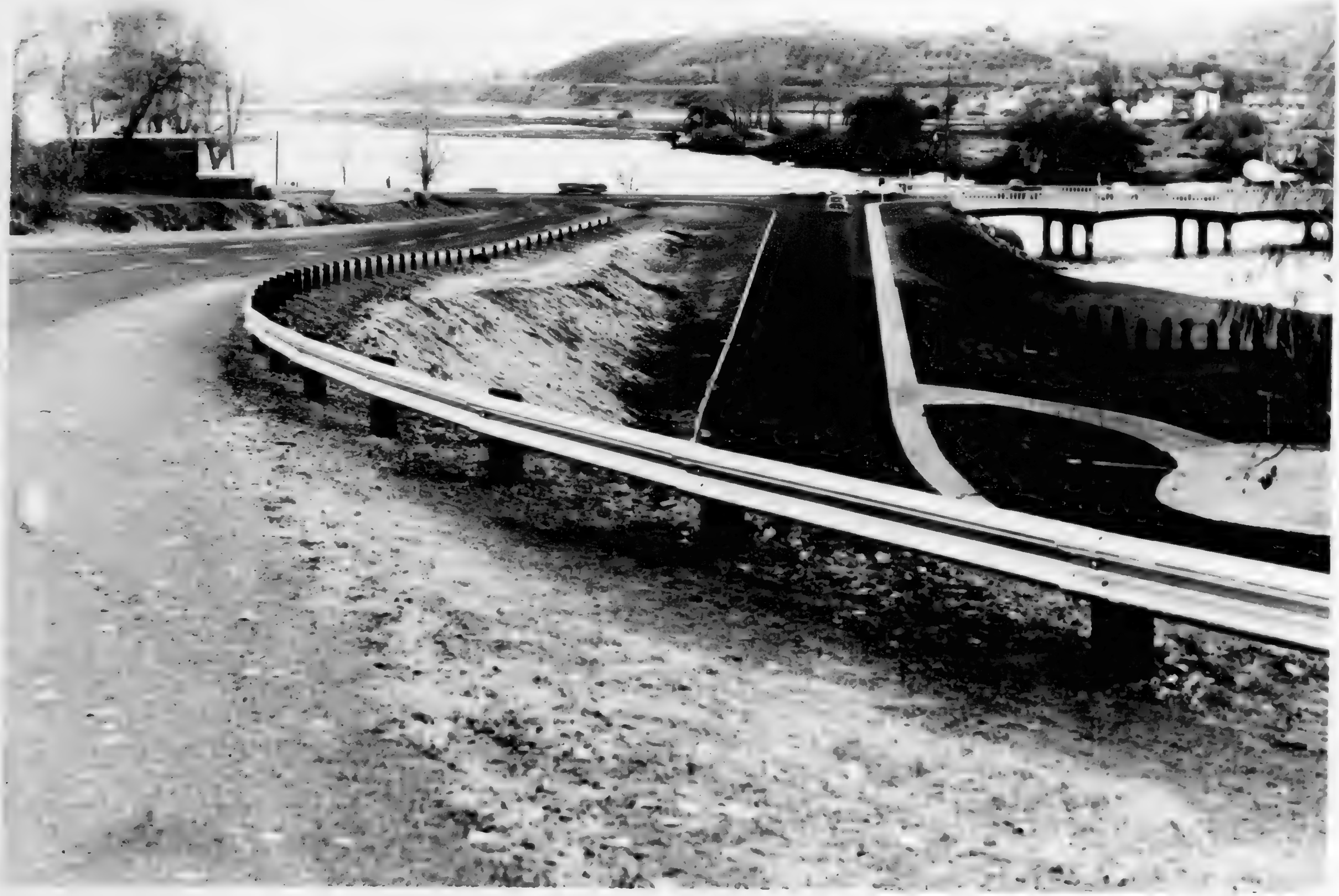
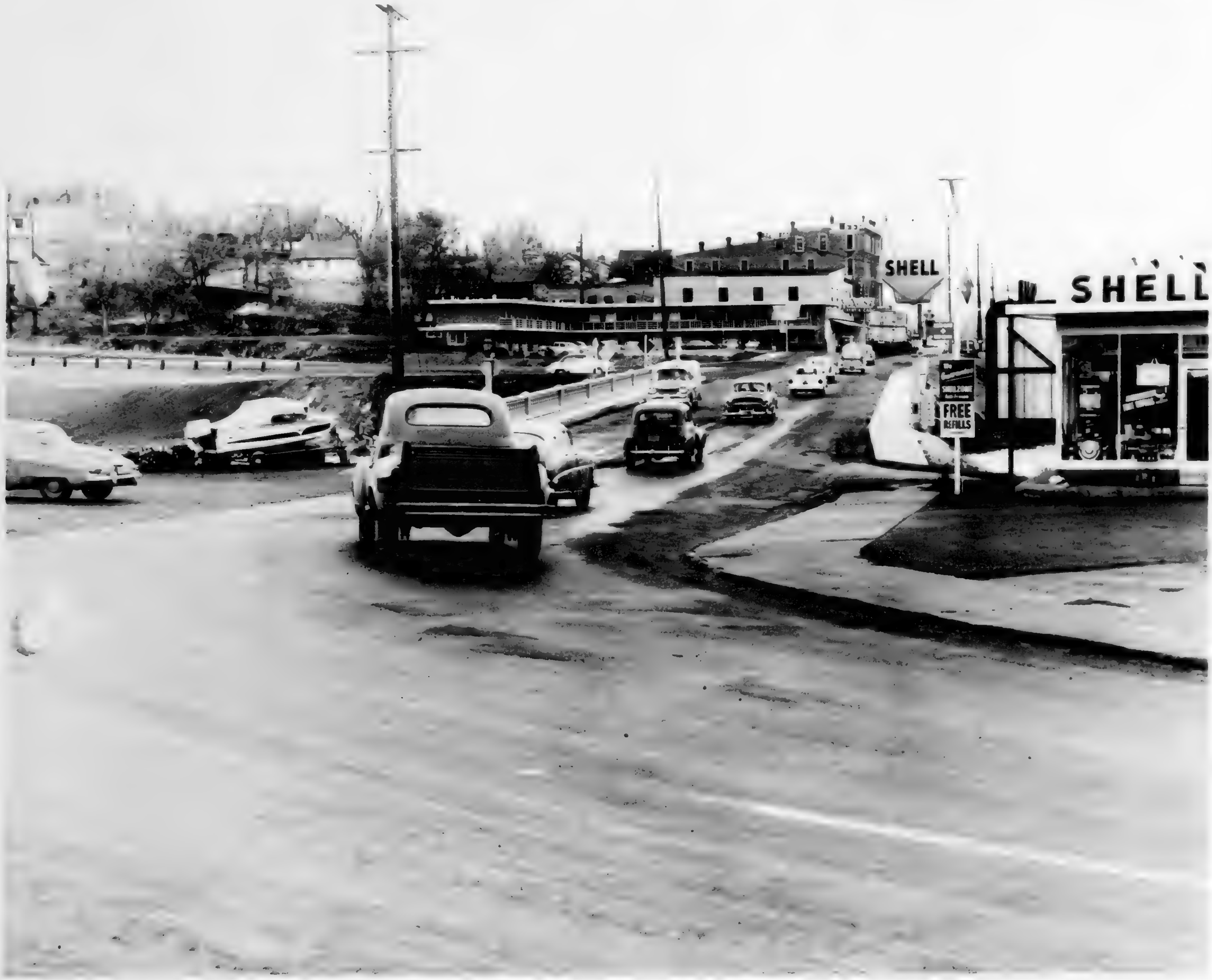
SHELL
FREE
REFILLS




SHELL
SHELL
FREE REFILLS

November 5, 1959

Report on hazards which will exist upon the opening of the West Side By-Pass to traffic; particularly at the intersection of the By-Pass with Main Street in Klamath Falls.

VEHICULAR HAZARD:

Loaded trucks and trailers will be travelling a six per cent grade upon entering Main Street from the North. Under winter weather conditions such vehicles will be unable to stop before entering Main Street, regardless of traffic control which may be instituted.

Travelling from the South in a Northerly direction, such vehicles will have a tendency to gain speed to overcome the six per cent grade.

Average vehicular traffic count on Main Street at the East side of the By-Pass intersection is 636 cars per hour, with hourly peak of 986 cars.

Two ninety degree turns must be made by vehicles traveling the By-Pass to continue on U.S. 97. Vehicles out of control will not be able to remain in traffic lane and either crash through the bridge or head down a steep embankment into the river.

PEDESTRIAN HAZARD

Exclusive of normal pedestrian traffic, one hundred four (104) school children residing West of the river must cross this intersection twice daily to attend Riverside grade school. No provision has been made for their safety. Total enrollment of Riverside School is 225.

TRAFFIC DELAY

Until such time as the By-Pass is completed across the Link River and suitable interchange is designed and installed at its intersection with Main Street, during peak hours traffic on Main Street will need to be stopped, causing a back-up of traffic approaching fifteen (15) cars per minute.

TRAFFIC COUNT

The actual traffic count at this intersection taken on Nov. 2, 1959 to Nov. 3, 1959, is tabulated below. It must be realized, however, that a traffic count during tourist season would be much more impressive. The need for completion of the By-Pass across Link River to its intersection with U. S. 97 must be apparent to avoid the hazards which will be encountered upon its present state of completion.

TRAFFICE COUNT AT N.E. END OF LINK RIVER BRIDGE

From	To	No. Vehicles	
4:30 P.M., Nov. 2	7:00 A.M. Nov. 3	4,027	
7:00 A.M. Nov. 3	7:30 A.M. Nov. 3	197	
7:30 A.M. "	8:00 A.M. "	326	
8:00 A.M. "	8:30 A.M. "	285	
8:30 A.M. "	9:00 A.M. "	245	
9:00 A.M. "	10:00 A.M. "	465	
10:00 A.M. "	11:00 A.M. "	499	
11:00 A.M. "	12:00 Noon "	464	
12:00 Noon "	1:00 P.M. "	562	
1:00 P.M. "	2:00 P.M. "	552	
2:00 P.M. "	3:00 P.M. "	653	
3:00 P.M. "	4:00 P.M. "	604	
4:00 P.M. "	4:30 P.M. "	438	-24 hrs.
4:30 P.M. "	5:00 P.M. "	548	
5:00 P.M. "	5:30 P.M. "	490	
5:30 P.M. "	6:00 P.M. "	465	

Total 24 hours - 4:30 P.M. to 4:30 P.M. -- 9,317

Average 9:00 A.M. to 6:00 P.M. - 636 cars per hour

Only City of it's size with incompleted bypass in State of Oregon.

RECEIVED
SEP 29 1959
FOR FILING

AGENDA
NOV 6 1959
10:00 A M.
DEL.

September 28, 1959

Mr. G. S. Vergeer, City Manager
City of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Vergeer:

Prior to the Highway Commission meeting on September 24 and 25 you corresponded with Mr. W. C. Williams, State Highway Engineer, concerning an appearance by a Klamath Falls delegation pertaining to problems resulting from construction of the West Side Bypass, particularly at the Main Street intersection and concerning possible improvements in highways in and near Klamath Falls during the next five years.

Your most recent letter indicated that the Klamath Falls group would like to appear before the Commission at its November meeting. The next meeting will be held November 5 and 6 in Room 418 of the State Highway Building in Salem, and fifteen minutes of time has been reserved for your group, beginning at 10:00 a.m., Friday, November 6, 1959.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Commission
W. C. Williams

10:00 A.M.

D

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 17, 1959

Mr. C. S. Vergeer, City Manager
City of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Bergeer:

In reply to your letter of September 16 having reference to a delegation from Klamath Falls appearing before the Highway Commission, this is to advise you that the next meeting at which the Commission will hear delegations will be on Friday, September 25, which is only a week away. Should the Klamath Falls delegation wish to appear at this meeting, I will appreciate your advising us promptly and not later than Monday, September 21, so that the agenda may be completed.

If the delegation should desire more time to prepare the data it wishes to present, then an appointment can be had with the Commission at the next meeting on which delegations will be heard, which is tentatively set for Friday, November 6. A prompt reply will be appreciated.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

WCW:ms

cc Mr. Forrest Cooper
Mr. Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
OCT 29 1959
FOR FILING

5301

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FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Mr. Polk:

Pursuant to the request contained in your letter of October 20, 1959, to Mr. W. C. Williams, there is attached a layout plan and an extra work order covering the installation of signs on the newly constructed Klamath Falls Section of The Dalles-California Highway - U-205(9), Contract No. 5301. Mr. Porter has asked that we submit this material to you.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer

By Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment
bc: G. S. Paxson
W. L. Porter

NOTED

RECEIVED
OCT 21 1959

FOR FILING

U-205(9)

5301

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-354-DB

408 State Highway Bldg.
Salem, Oregon

October 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Klamath Falls Section
The Dalles-California Hwy.
U-205(9)
Contract No. 5301

Dear Sir:

Extra Work Order No. 3 for installation of signs on the above project is approved subject to the submission of a layout plan and to modification of the project agreement estimate to include this work.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

orig
Foster

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RECEIVED
OCT 16 1959
FOR FILING

[illegible]

[illegible]

October 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering signing on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights, and barricades required of the contractor for the safety of the traffic and workmen.

The order has been verbally approved by the B.P.R. Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

Enc.

DBP:cr

RECEIVED
OCT 15 1959
FOR FILING

U-205(9)

5301

A

October 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering guide posts on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

The contract provides for the old standard sight posts. It is desired to substitute the new standard guide posts in accordance with Standard Drawing No. 2106.

This order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. M. Stephenson
Asst. State Highway Engineer

DBP:jb
Enc.

RECEIVED
OCT 20 1959
FOR FILING

U-205(9)

5301

1398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1959

SUBJECT: Klamath Falls Section
The Dalles-California Highway
Contract No. 5301

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to Mr. Beesley's letter of October 1 in which he expresses surprise that Meritt was unable to contact him.

I have talked to Meritt by phone about this and he states that he tried on three different occasions by phone to contact Mr. Beesley. However, he did not announce to the receptionist who he was or the purpose of his call. He subsequently contacted the Norlands, who were the parents of Mrs. Bunch and settled the matter with them and they advised him that there was no further need to contact Attorney Beesley.

I have discussed with Meritt what the proper procedure would have been in this case and he expresses great sorrow.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

NOTED
FORREST COOPER

RECEIVED
OCT - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
By State Highway Engineer

Richard C. Beesley
ATTORNEY AT LAW
210 BOIVIN BUILDING
KLAMATH FALLS, OREGON
TUxedo 2-5766

October 1, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
OCT 5 1959
NOTED-- ☐ ☐ ☐ ☐ ☐

Dear Mr. Williams:

Reference is made to your letter of Sept. 30, 1959.

Although Mrs. Norland has not contacted me concerning the discussion which she had with Mr. Meritt about the Stephen Bunch property, I assume that if the work requested is done that she and the Bunch's will be satisfied.

I am surprised that Mr. Meritt was unable to contact me as I maintain an office here at 210 Boivin Bldg. with office hours from 9 to 5 Monday through Friday.

? WCW - Did Meritt Try.

Sincerely yours,

Richard C Beesley
Richard C. Beesley

RCB/hf

Edw.
Tom: Note WCW's remark
What Ho.

Young

RECEIVED
OCT - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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2 1959

RECEIVED
SEP 30 1959
FOR FILING

5301

September 30, 1959

1398

Mr. Richard C. Beesley
Attorney at Law
210 Boivin Building
Klamath Falls, Oregon

Dear Sir:

Reference is made to your letter of September 8 in behalf of Mrs. Stephen Bunch.

Our resident engineer, Mr. W. Reid Meritt, has tried repeatedly to contact you or Mrs. Bunch. He was unable to do so. He did, however, contact her parents, Mr. and Mrs. Hans Norland, and was advised that they were looking after the property for their daughter. The Norlands advised Mr. Meritt that the main problem was where the road approach meets Stanford Street. They requested widening of this approach. Mr. Meritt advised them that the widening would be done.

I believe that this satisfactorily settles the matter which your letter brought up.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

LHY:fp ae

PLEASE RETURN TO
FORREST COOPER

Richard C. Beesley
ATTORNEY AT LAW
210 BOIVIN BUILDING
KLAMATH FALLS, OREGON
TUXEDO 2-5766

REFERRED TO Cooper
By State Highway Engineer

September 8, 1959

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Mrs. Stephen Bunch, who owned the residence located at 1700 Stanford Street, Klamath Falls, Oregon, has contacted me concerning your failure to carry out certain promises you made concerning the re-location of the highway near her home.

Specifically, I understand that you promised to at all times keep her residence accessible and to make the necessary grade connections with her driveway so that she might be able to get in and out of the property with her car.

I realize, of course, that this work was carried on by contractors, but would you please arrange that they fulfill these promises which you made.

Very truly yours,

Richard C Beesley
Richard C. Beesley

Ed W
Expedite

RCB/hf

RECEIVED
SEP 9 1959
STATE [illegible]

FORM E30—50M—6 56—96654

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 25, 1959

SUBJECT: Klamath Falls Bypass
The Dalles-California Hwy.
Contract No. 5301.

To:

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

Your Assignment No. 120 Y, concerning Mrs. Stephen Bunch's driveway on the Klamath Falls West Side Bypass has been investigated by Mr. Meritt with the following results:

Mr. Meritt was unable to contact Attorney Richard C. Beesley who was writing for Mrs. Bunch, nor was he able to contact Mrs. Stephen Bunch as she has moved to Portland. He did, however, contact Mr. and Mrs. Hans Norland, the parents of Mrs. Stephen Bunch, and was advised they were looking after the property for their daughter and family.

He went over this approach on the ground with Mr. and Mrs. Norland and it developed that they want a little widening on one of the corners where their approach meets Stanford Street. This widening woulf facilitate a straight run up the hill from California Avenue during slick road conditions. This additional widening involves very little work and Mr. Meritt advised them it would be done.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
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SEP 28 1959
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AUG 26 1959
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U-205(9)
5

Salem, Oregon
August 25, 1959

West Side Bypass -
Klamath Falls

Mr. W. C. Williams

Mayor Slater was in town today and called me relative to programming of the extension of the West Side Bypass in Klamath Falls. He said that you had told him they should appear before the Highway Commission late this fall or early winter when the next program was being made up. I gave him the date of the next Commission meeting as September 24 and 25 and the tentative date of the following meeting as November 5 and 6. He is anxious that you keep in touch with him as to what is the proper time for them to appear.

G. S. Paxson

GSP:gm

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MAY 2 - 1960
FOR FILING

U-205(9)

5301

#5301

RW #20547

A

Salem, Oregon
August 20, 1959

Agenda Item 1B-6

File No. 23082 - Bureau of Reclamation
Klamath Falls West Side By-pass Section
The Dalles-California Highway
Klamath County

Mr. Walter T. Wright
Right of Way Engineer
Office

Attached are three copies of an agreement with the Bureau of Reclamation covering an easement to State re the construction and maintenance of the Klamath Falls West Side By-pass as it affects the "A" Canal of the Klamath Irrigation District. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Klamath Irrigation District.

When fully executed please return one copy to this office for the Commission's files. A conformed copy has been retained pending receipt of signed copy.

Secretary

rm
Attach: 3

AGENDA
AUG 13 1959
1B-6

1B-6

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1959

SUBJECT: AGENDA ITEM FOR
AUGUST 13-14 MEETING
File No. 23082 - Bureau of Reclamation
Klamath Falls West Side Bypass Section
The Dalles-California Highway
Klamath County

To: Mr. Floyd Query
Secretary

Office

Please place on the next Agenda the matter of securing Highway Commission approval of the attached Agreement.

This document is an easement to the State of Oregon from the Bureau of Reclamation covering the construction, operation and maintenance of the Klamath Falls West Side Bypass as it affects the "A" Canal of the Klamath Irrigation District.

The Agreement, which has the approval of the Deputy State Highway Engineer and the Chief Counsel, is submitted in quadruplicate. Three copies should be executed by the Commission, if approved, and returned to us for further handling. The fourth copy is for your files.

1 copy in Suspense

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

DHM:zg

Attachments

Floyd:
Perhaps Mr. Williams will want to present this agreement.

Ⓐ
3 COPIES TO
BE SIGNED

R. E

RECEIVED
AUG 25 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
U-205(6) 08-35.7

5301

August 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-205(6)
Klamath Falls West Side By Pass Section
File 27972

Dear Sir:

Please refer to Mr. Walter Wright's letter of August 14, 1959 concerning Item No. 1 - File 27972, Klindworth, listed for citation on our Statement of Items for Administrative Review dated July 27, 1959.

On the basis of the data presented in Mr. Wright's letter I am recommending that the State's claim of $2,800.00 be paid in its entirety. Caution should be exercised on future acquisitions to insure that formal appraisals are secured and reviewed prior to actual negotiations.

Very truly yours,

C. G. Polk
Division Engineer

Wright
Porter

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FOR FILING

71 205(9)

5301

June 17, 1959

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

We have a letter from attorneys representing the Klamath Irrigation District, advising that scraps of lumber and other debris from the construction operations on the bridge over the main line canal in Klamath Falls have been dropped into the canal and are being carried on through the tunnel, causing injury to the banks of the canal and other installations.

This can not be permitted as extensive damages may be caused to the irrigation system. The Superintendent of the Klamath Irrigation District has advised that he has not been able to secure cooperation from the contractor in preventing the cocurrence of these potential sources of damage.

It is your obligation to protect the operations of this canal and you are notified to proceed immediately to correct the conditions that now exist.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Dean Swfit
Mr. M. W. Moore

June 17, 1959

Mr. William Ganong
Ganong & Ganong
Attorneys at Law
First Federal Building
Klamath Falls, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 15 concerning debris being allowed to drop into the main line canal in Klamath Falls.

Our contract makes our contractor responsible for any damage which he might cause to additional facilities, and I am notifying him to cease any operations which endanger the canal. I have also instructed our field engineers to see that this is done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Dean Swfit
Mr. M. W. Moore

REFERRED TO Paxson
By State Highway Engineer

WILLIAM GANONG
WILLIAM GANONG, JR.

GANONG & GANONG
ATTORNEYS AT LAW
FIRST FEDERAL BUILDING
KLAMATH FALLS, OREGON

June 15, 1959

State Highway Department
Salem, Oregon

Attention, Engineering Department

Gentlemen:

This letter is written you in behalf of my client, Klamath Irrigation District.

As you know, in connection with the West Side Bypass, an agreement was entered into between you and the United States with the consent of the District, with reference to construction over the United States Main Canal. The Contractor on this job is causing a great deal of difficulty in that in connection with the work they drop lumber and forms into the canal which, in turn, are swept through the tunnel and cause injury to the banks. There is also great danger that this may build up and block the tunnel, in which case it would be necessary to turn off water on the main division of the Klamath Project, with huge losses to the farmers while repairs are being made. Real trouble has developed three different times, and your local engineer states that he does not seem to be able to get cooperation from the contractor.

Will you please acknowledge receipt of this letter and see that due care is taken in this matter?

Very truly yours,

WGanong

William Ganong
for Ganong & Ganong

WG/OMc

NOTED
C. S. PAXSON

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OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-123-X 37.5M 10/58

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JUN 10 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

3301

June 8, 1959

Mr. D. A. Gray, Project Manager
U. S. Dept. of Interior
Bureau of Reclamation
Region 2
P. O. Box 312
Klamath Falls, Oregon

Re: File No. R-23082
Klamath Falls W. Side By-Pass
The Dalles-California Highway
Klamath County

Dear Mr. Gray:

I have for reply your letter of May 19, 1959, which was addressed to Harold G. Brainerd, Right of Way Supervisor, Bend, Oregon, in which you enclosed three bound copies and one unbound copy of a proposed easement agreement, after your Regional Counsel had reviewed paragraphs 5 and 6 of our proposed agreement.

With respect to paragraph 6, we have no objection to the rewording thereof, since it appears the revised language means the same as our proposed paragraph.

With respect to paragraph 5, however, I am sorry to say that we cannot accept your proposed wording since it would require the State to indemnify and hold harmless the United States and the Klamath Irrigation District from any and all liability, not only for injuries to persons and damages to property caused by the State's exercise of the easement, but likewise such injuries to persons and damages to property as may be caused by the operation of electrical or reclamation facilities upon the property, which would be under the sole control and operation of the United States.

To me, at least, it is difficult to understand why the United States would want us to hold them harmless from damages or injuries that might be caused from the operation, by the United States or the Klamath Irrigation District, of electrical or reclamation facilities that they operate, since the State would have no control or authority to supervise the maintenance or operation of the same.

In addition to the above, however, Or. Const. Art. XI, § 7, prohibits the Legislature, or anyone else, from lending the credit of the State. Our Attorney General, in Opinions of the Attorney General, 1956-1958, p. 50, had held, in a matter involving the State Water Resources

Board, that the Legislature could not enact a law which would permit the Resources Board to enter into agreements with the United States, if such agreements provide that the State of Oregon would hold harmless and save the United States free from any damages that might arise due to the construction of a project. The basis of his decision was that to do so the Legislature would be pledging the credit of the State in violation of the above-mentioned section of the Constitution.

In the draft for the easement which we forwarded to you we took our language from an agreement which we entered into, March 6, 1959, with the U. S. Dept. of Interior, Bureau of Reclamation, Crooked River Project, Oregon. This agreement was a bilateral contract which provided for future contingencies if the Bureau ever desired to expand and cross our highways in the area, or, in turn, if we ever desired to relocate our highways and cross property owned by the Bureau. The paragraphs, with respect to liabilities, are 17 and 18 on page 14 of the agreement. This agreement was signed by Mr. G. G. Stamm, Regional Director for the Bureau, Boise, Idaho.

In order to attempt to find language which would be satisfactory to both parties, I would like to suggest the following:

> 5. The United States and the Klamath Irrigation District do not, by reason of this easement agreement, assume any liability whatsoever for injury or damage to any person or property incident to or arising during and in consequence of the use, occupancy, and enjoyment by the State of the above described property or the operation and maintenance of any highway bridges, culverts or other appurtenance constructed thereon. The State shall, however, pay for such damages to property as may arise out of its exercise of the privileges granted by this easement. Nothing herein contained, however, shall be construed as a waiver by the State of its immunity under the sovereignty of the State of Oregon.

I am sure you realize that the United States Government, under its Claims Act, and perhaps likewise the Klamath Irrigation District, may be liable for torts or damages to property for which the State of Oregon, in its sovereign capacity, would not be liable. If our contract with the United States provides that the State shall hold the United States or the Klamath Irrigation District harmless from all claims or actions which might be brought against the United States or the District, under either State or Federal law, we would then be entering into a contract for the benefit of third parties, and based on this contract third parties, under Oregon law, would be able to bring suit against the State Highway Commission for injuries and damages which otherwise they could not do. Whether such actions could be dismissed on the basis that the highway commission had no authority to enter into such an agreement with the United States, since the Attorney General has ruled that such an agreement is a pledge of State's credit and therefore void, I do not know. At least we would be forced to use such defense in the event that an action was brought.

I trust that I have satisfactorily explained why we cannot enter into the agreement you propose with respect to paragraph 5, but we are more than willing to consider any further suggestions your counsel may have with respect to rewording paragraph 5 so that we will not be in violation of either the Oregon Constitution or the ruling of our Attorney General.

If the proposed language which I have submitted herein is satisfactory to your Regional Counsel, please notify me and I will have the agreement you forwarded redrawn, except for the changes in paragraph 5, and we will then present the same to the highway commission for approval at their next meeting on July 2 and 3.

Yours very truly,

L. I. LINDAS
Chief Counsel

FCMcK/ks

cc: Forrest Cooper
W. T. Wright

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 28 1959
FOR FILING

71-265(2)

5301

Salem, Oregon
May 27, 1959

COPCO power line revisions,
Highway 97 Bypass in Klamath Falls

Mr. Curtis H. Baker

Herewith a copy of the California Oregon Power Company invoices J.O. K-1077 covering rearrangement of facilities on city streets and J.O. K-1091 covering rearrangement of facilities on private property in the city of Klamath Falls.

Will you please check and return these in the same way as the invoices for presious months already sent you.

G. S. Paxson

Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank McKinney

RECEIVED
MAY 20 1959
FOR FILING

[illegible]
5301
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1959

Mr. Ivan D. Merchant
Bridge Engineer
Office

SUBJECT: Klamath Falls Bypass Section
The Dalles-California Highway
Contract No. 5301

Reference is made to your letter of May 14, regarding the State's obligation to pay for flagging at the haul road which crosses the railroad tracks at the site of the Pelican City road overcrossing.

It is the interpretation of this office that the specification you refer to on page 7, second paragraph, deals only with the construction and removal and that the flagging is to be paid for in the normal manner as set forth on page 30, paragraph 5.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

RECEIVED
[illegible]

Sent to files
by Bridge

To A.C. Mohr DATE 4/23/59

Referance is made to S.P. Co. bill #408455 refered to me by Mr. Swift. This bill is the States responsibility and is covered by S.F.O. dated November 18, 1958 for engineering-inspector during period grading contractor was hauling across railroad to fill north of railroad tracks on contract no. 5301. Copies of billing and letter of agreement dated 12-1-58 are enclosed herewith.

SIGNED

PLEASE REPLY HERE

To DATE

Contrary to your request to return this billing to you, I will keep the billing and submit them with the next monthly estimate for this contract. Please advise if this is not satisfactory.

Copy to Mr. Dean Swift

SIGNED W. Reid Merritt

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

To Dean Swift DATE 4-17-58

Here with 3 copies of S.P.Co. bill # 409455 for work done on Klamath Falls [illegible] grading & paving job Contract [illegible]. This bill refers to a letter of agreement dated 12-1-58. I have not been able to find this letter in the Salem office & there is some doubt whether this bill is the contractor's responsibility or that of the State. Please have your [illegible] engineer on

SIGNED

PLEASE REPLY HERE

the job verify this bill & approve [illegible] & also submit

To DATE

any information regarding the letter referred to & responsibility for payment. Please return all 3 copies to Bridge Div office in Salem.

A. C. Phair

Rec'd -
This bill looks questionable
Swift

NOTED - G. W. MARTIN

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

BILL COLLECTIBLE

Bill No. **408455**
Quote above number when remitting

Attention:
Mr. Ivan Merchant
Bridge Engineer

Month's Account MAR 1959
SHASTA DIVISION
Dept. No. 3-133
Date Made APR 9 1959

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon Highway Department
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES.
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the construction of temp. road crossing required by Rogers Construction Co at Klamath Falls, Oregon in accordance with the terms of letter dated December 1, 1958

FINAL BILL (Detail attached) — $1 274.16

I certify that above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
G. W. Klee[illegible], Auditor of Disbursements

DISTRIBUTION:

By ____________________
Chief Clerk

O.K. May 4 1959
RES. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Division Engr.
10-1082 S.F.D. [illegible]

To Auditor for payment 5-19-59
molm

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California

9-58-3M

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911/323

March 26, 1959

SUBJECT: Klamath Falls, Oregon - Temporary Road Crossing Required by Rogers Construction Company

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Attention: Mr. Ivan Merchant, Bridge Engineer

Dear Sir:

* Attached are three copies each of the following Monthly Report Summaries of expenditures made in accordance with the terms of letter agreement dated December 1, 1958:

No. 1 December 1958

* Basic field reports on Forms L-7702 are attached to one set of the above.

These summaries are in support of final bill of force account work for which bill is in course of preparations.

Very truly yours,

WM Jaekle
ED

* Encl.

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AND M ERIAL USED

Audit No. 115740

Pr Approaches To Overpass Location Chelsea No.

Gang Divn. Engr. Report No. 1 Week Ending Dec. 6 1958

Sub-Division of Work Class of Labor	A 1	B 2	C 3	D 4	E 5	F 6			Hours	Rate	Amount
Jr. Engr.	8	8	8	8	8				40	2.826	
" "	3	1	1	1	1	11			18	4.239	

Total Labor

Class of Material	Unit	Price	Quantities A 1	B 2	C 3	D 4	E 5	F 6	Amount
Jr. Engr Meals	ea.		2	3	3	3	3	3	27.30
" " Room	day		1	1	1	1	1		17.50
Transportation									
suburban SH 20	miles		92	4	4	4	4	92	

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Protection For Contractors Equipment
B	" " " "
C	" " " "
D	" " " "
E	" " " "
F	" " " "

* Note: Also report locomotive and automobile miles.

Correct Gustave R. Odegard
Jr. Engr. Title-S.P. Co.

Approved W. Reid [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AND M ERIAL USED

Project Approaches To Overpass Location Chelsea Audit No. ~~C.W.O.~~ No. 115740

Gang Divn. Engr. Report No. 2 ~~Daily~~ Week Ending Dec. 13 1958

Sub-Division of Work											
Class of Labor	A 8	B 9	C 10	D 11	E 12	F 13			Hours	Rate	Amount
Jr. Engr.	8	8	8	8	8				40	2.826	
" "	3½	1	5	5	1	12			27½	4.239	
										Total Labor	

Class of Material	Unit	Price	Quantities A 8	B 9	C 10	D 11	E 12	F 13	Amount
Jr. Engr Meals	ea.		2	3	3	3	3	3	27.85
" " Room	day		1	1	1	1	1		20.00
Transportation									
Suburban SH 20	miles		92	4	4	4	4	92	
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Protection For Contractors Equipment
						B	" " "
						C	" " "
						D	" " "
						E	" " "
						F	" " "

* Note: Also report locomotive and automobile miles.

Correct Gustave R Dalgard
Jr. Engr. Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AND M ERIAL USED

Project Approaches To Overpass Location Chelsea Audit No. ~~G.M.O.~~ No. 115740

Gang Divn. Engr. Report No. 3 ~~[illegible]~~ Week Ending Dec. 20 1958

Sub-Division of Work

Class of Labor	A15	B16	C17	D18	E19	F20		Hours	Rate	Amount
Jr. Engr.	8	8	8	8	8			40	2.826	
" "	4	2	1	1	1	12		21	4.239	

Total Labor

Class of Material	Unit	Price	A15	B16	C17	D18	E19	F20	Amount
Jr Engr. Meals	ea.		3	3	3	3	3	3	28.75
" " Room	day		1	1	1	1	1		20.00
Transportation									
Suburban SH 20	miles		92	4	4	4	4	92	

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Protection For Contractors Equipment
B " " "
C " " "
D " " "
E " " "
F " " "

* Note: Also report locomotive and automobile miles.

Correct Gustave R. Delegard
Jr. Engr. Title S. P. Co.

Approved W. Reid Merritt
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Approaches To Overpass Location Chelsea Audit No. ~~Bille.~~ No. 115740

Gang Divn. Engr. Report No. 4 ~~Daily or~~ Week Ending Dec. 27 1958

Sub-Division of Work											
Class of Labor	A 22	B 23	C 24	D	E	F			Hours	Rate	Amount
Jr. Engr.	8	8	8						24	3.826	
.. ..	3	3	4						10	4.239	
								Total Labor			

Class of Material	Unit	Price	Quantities A 22	B 23	C 24	D	E	F	Amount
Jr. Engr. Meals	ea.		3	3	3				15.70
.. .. Room	day		1	1					8.00
Transportation									
Suburban SH 20	miles		92	4	92				
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Protection For Contractors Equipment
B	.. ..
C	.. ..
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Gustave R. Odegaard
Jr Engr. Title S. P. Co.

Approved W. Reid [illegible]
Res. Engr. State Highway Dept.

DETAIL OF BILL COLLECTIBLE

Sheet No. 1
Dept. No. 3-133
Audit No. 198455

Payor State of Oregon

Engineering & Inspection

Temporary Road Crossing Required by Rogers Construction Company.

Section of the Dalles - California Highway Contract No 5301.

Inspection - December, 1958

Jr. Engineer $ 520.00/184 hr.	144 hr.	2.8261 hr.	406	96		
" " O.T.	76½ "	4.2391 "	324	29	731	25
Vacation and Holiday Allowances	731.25	7.00 c	51	19		
Supervision	"	10.00 c	73	13		
Workmens Compensation	"	4.00 c	29	25		
Health Benefit Cost	"	3.00 c	21	94		
Unemployment & Retirement Taxes	"	7.49 c	54	77	230	28
Jr. Engineer G. R. Odegard p/e	61	meals	99	60		
" " " " p/e	17	lodging	65	50	165	10
S.H. 20 Suburban	21 da.	6.25 da.			131	25
Gasoline	44 gals	37.00¢/g			16	28
Total Engineering & Inspection					1274	16

L-7719

Sheet ___ of ___ Sheets

MONTHLY REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of Temporary Road Crossing at Klamath Falls, Oregon under the terms of agreement ~~Audit No.~~ letter dated Dec. 1958 between the ____________________

MONTHLY REPORT SUMMARY NO. 1

Month of December 1958

Engineering & Inspection						
Inspection						
Jr. Engineer $ [illegible]/Mo.	144 hr	2.8261 hr.	406	96		
" " O.T.	76½ "	4.2391	324	29	731	25
Vacation and Holiday Allowances	731.25	7.00 %	51	19		
Supervision	"	10.00 %	73	13		
Workmens Compensation	"	4.00 %	29	25		
Health Benefit Cost	"	3.00 %	21	94		
Unemployment & Retirement Taxes	"	7.49 %	54	77	230	28
Jr. Engineer G. R. Edegard r/e	61	meals	99	60		
" " " " "	11	lodgings	65	50	165	10
S.H. 20 Suburban	21 da.	6.25 da.			131	25
Gasoline	44 gal.	.37/gal			16	28
Total Engineering & Inspection &						
Total Monthly Report Summary No. 1					1,274	16

FORM 2-120 BOM REVISED 2 50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Klamath Falls, Oregon
December 1, 1953

Mr. A. L. McHenry
Southern Pacific Company
Dunsmuir, California

Dear Carl:

As written confirmation of our telephone conversation, the Oregon State Highway Department should be billed for actual expenses incurred by your company for the furnishing of Engineer - Inspector at the temporary road crossing required by Rogers Construction Co. at Chelsea, Oregon for completion of highway construction work on the Klamath Falls Section of The Dalles - California Highway, Contract No. 5301.

Respectfully
H. Reid Merritt
H. Reid Merritt,
Resident Engineer

cc Mr. Dean Swift

Form A-[illegible]

EGON STATE HIGHWAY COMMISSIO

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Klamath Falls
Highway The Dalles-California
County Klamath

Date November 18 1958
Contract No. 5301 F. A. Project No. U-205(9)
Prefix 13-1082 Account No 284 JAK

Description of Work To Be Done:

The Southern Pacific Company to furnish engineer-inspector, watchman or flagman during contractors operations within Southern Pacific Co. right of way.

Location by Station Numbers:

Vicinity of Station 18+40

Estimate of Quantities and Costs:

Labor	$ 675.00
Expenses and Transportation	250.00
Materials	75.00

Explanation: As per Special Provisions for this contract, Page 30, "The railroad company will furnish, at the expense of the State, such engineer-inspectors, watchmen or flagmen as it may deem necessary to safeguard property and the movement of engines; trains and cars and to supervise prosecution of that portion of the work within the limits of its right of way. Work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy the Resident Engineer.

Project authorization . . . . $ 870,365.25
Present estimate of project cost, including $ 1000.00 for work under this order $ 870,365.25
Expected under-run / over-run (amount) . . . . . . $
Expected under-run / over-run (per cent) . . . . . . $

Space to right of this line is for use of Salem Office

W. Reid Merritt
Resident Engineer

Recommended: Dean Burk
Division Engineer

Approval Recommended: L. H. [illegible]
Construction Bridge Engineer

Approved: Forr. Cooper
State Highway Engineer

This order does not constitute authority for expenditures until approved by the Assistant State Highway Engineer.

State Printing Dept. 31830

A

RECEIVED
MAY 11 1959

FOR FILING

U-205(9)

3301

Salem, Oregon
May 6, 1959

COPCO power line revisions -
Highway 97 Bypass in Klamath Falls

Mr. Curtis M. Baker

Herewith copies of the following California Oregon Power Company invoices: J.O. K-1077 covering rearrangement of facilities on city streets; J.O. K-1091 covering rearrangement of facilities on private property; and J.O. K-1093 covering rearrangement of facilities crossing Link River at Main Street; all in Klamath Falls.

Will you please check and return these in the same way as the invoices for previous months already sent you.

G. S. Paxson

Attmn.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank McKinney

A

RECEIVED
APR 3 - 1959

FOR FILING
[illegible]

53[illegible]

Salem, Oregon
April 3, 1959

COPCO power line revisions -
Highway 97 bypass in Klamath Falls

Mr. Curtis H. Baker

Herewith copies of the following California Oregon Power Company invoices: J.O. K-1077 covering rearrangement of facilities on city streets; J.O. K-1091 covering rearrangement of facilities on private property; and J.O. K-1093 covering rearrangement of facilities crossing Link River at Main Street; all in Klamath Falls.

Please check and return these as you have the invoices for the previous months.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank McKinney

THE CALIFORNIA OREGON POWER COMPANY

MEDFORD, OREGON

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

April 1, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

We attach bills covering the costs of relocating our distribution facilities on city streets and private property occasioned by construction of the Highway 97 By Pass through Klamath Falls, Oregon, and for costs to relocate our communication facilities crossing Link River at Main Street for the same reason.

These bills have been prepared in accordance with Agreement dated September 15, 1958, and covered the period of construction for the month of February 1959. Similar bills will be rendered monthly in the future until the completion of the project.

Very truly yours,

FC Bash

F. C. BASH
Vice President and Treasurer

JAM: een
Enclosures
cc: RBMaxwell
GRoberts

RECEIVED
APR 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

April 1, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

We attach bills covering the costs of relocating our distribution facilities on city streets and private property occasioned by construction of the Highway 97 By Pass through Klamath Falls, Oregon, and for costs to relocate our communication facilities crossing Link River at Main Street for the same reason.

These bills have been prepared in accordance with Agreement dated September 15, 1958, and covered the period of construction for the month of February 1959. Similar bills will be rendered monthly in the future until the completion of the project.

Very truly yours,

FC Bash

F. C. BASH
Vice President and Treasurer

JAM: een
Enclosures
cc: RBMaxwell
GRoberts

RECEIVED
APR 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1959
FOR FILING
U-205
5301

March 26, 1959

Extra Work Order No. 3
Oregon Project U-205(3)
Klamath Falls Section
Contract No. 5301

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 11, 1958, regarding the subject order for stockpiling hardpan material for use in brick manufacture.

Approximately 21,500 cubic yards of the hardpan material were excavated and placed in stockpile. Deduction for material so stockpiled will be deducted from Item No. 3, General Excavation, of the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon

March 24, 1959

SUBJECT:

Extra Work Order No. 3
Contract No. 5301

To:

Mr. Douglas B. Parkes
Contract Payments Engineer
Salem, Oregon

Reference is made to your letter requesting yardage of hardpan material stockpiled under Order for Extra Work No. 3, Klamath Falls Section, Contract No. 5301.

Field computations show approximately 21,500 Cu. Yds. of this material excavated and placed in stockpile. This same amount will be deducted from Bid Item No. 3, General Excavation, as this yardage is cut measure.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

cc: Mr. Dean Swift
E. A. Pease

December 16, 1958
Salem, Oregon

Order for Extra
Work No. 3
Contract No. 5301

Mr. M. Reid Meritt
Resident Highway Engineer
P. O. Box 1090
Klamath Falls, Oregon

Enclosed is a copy of a letter from the Bureau of Public Roads requesting the yardage of hardpan material stockpiled under Order for Extra Work No. 3, Klamath Falls Section. Also, the quantities to be deducted from Item 3, General Excavation.

I will appreciate very much getting the answers to these questions for transmittal to the Bureau of Public Roads so that we can get participation on the work order.

Douglas B. Parkes
Contract Payments Engineer

CC: Mr. Dean Swift
Mr. E.A. Pease
Enclosures
DBP:lmw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Extra Work Order No. 3
Oregon Project U-205(3)
Klamath Falls Section-
The Dalles California Highway
Contract No. 5301

Dear Sir:

Before acting on the subject order dated November 6, 1958, we would like to be advised of the amount of yardage of hardpan material removed from the roadway prison and stockpiled for use in brick manufacture. It is understood this yardage can now be determined.

We understand that a deduction is to be made from Item 3, General Excavation, Unclassified, of the contract, for the material removed from the roadway prison under this extra work order. Please confirm this and advise as to the amount to be deducted.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
DEC 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAR 30 1959
~~FOR FILING~~
FORM E30—60M—6-56—96654
U-[illegible]
5-1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

March 26, 1959

SUBJECT: USBR Pipe Installation Permit
Klamath Falls Section
Contract No. 5301

To:

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

On the Klamath Falls Bypass Contract No. 5301, it became necessary to lead some of our surface drainage into the Bureau of Reclamation's "A" Canal near the Nevada Avenue junction. To keep ourselves in the clear, I thought it best to secure a permit for this drainage, which permit is hereby issued by the Bureau of Reclamation and enclosed for your records on this contract.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
Encls.

CONSTRUCTION DIVISION
RECEIVED
MAR 27 1959
NOTED-- ☐ ☑ ☐ ☐ ☐
CE [illegible] ACE OCE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
March 24, 1959

SUBJECT:

USBR Pipe Installation Permit
Klamath Falls Section
Contract No. 5301

To:

Mr. Dean Swift
Division Engineer
Bend, Oregon

In accordance with our previous discussion, am enclosing herewith the permit from the Bureau of Reclamation, with two drawings and letter of transmittal for installation of two 18-inch corrugated metal drain pipes into the USBR Canal. This installation will be made by contractor under Order for Extra Work No. 4 on the above contract.

W. Reid Meritt
W. Reid Meritt
Resident Engineer

Enclosures

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Region 2
Klamath Project
P. O. Box 312
Klamath Falls, Oregon

IN REPLY
REFER TO:

March 5, 1959

Oregon State Highway Department
P. O. Box 1090
Klamath Falls, Oregon

Attention: W. Reid Meritt, Resident Engineer

Gentlemen:

In accordance with your verbal request, we are enclosing a license for the installation of storm drain inlets into the "A" Canal by the North Entrance bridge.

Very truly yours,

D. A. Gray
Project Manager

Enclosure 1

Copy to: Klamath Irrigation District, Klamath Falls, Ore.
Reg. Dir., Bur of Recl., Sacramento, Calif., Attn: 2-400
(ea. w/copy of license)

Hwy. Dept.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Project Klamath Division Main State Oregon-California

LICENSE FOR ERECTION AND MAINTENANCE OF STRUCTURES

1. Pursuant to authority delegated by the Secretary of the Interior, the Oregon State Highway Department, hereinafter referred to as licensee, is hereby granted a license to erect and maintain 2 - 18 inch corrugated-metal drain inlets, constructed in accordance with the attached drawing dated Feb. 1959, on, along and/or across the right-of-way of the "A" Canal in Sections 29 and 30, Township 38 South, Range 9 East, W.M., vicinity of Canal Station 30, said facilities to be used in connection with the Klamath Project, Bureau of Reclamation, constructed pursuant to the act of Congress approved June 17, 1902 (32 Stat. 388), and acts amendatory thereof or supplementary thereto upon the terms and conditions hereinafter set forth.

2. The licensee shall be liable for any and all damages to the property of the United States, or of any third party or parties, by reason of the exercise of the privileges conferred by this license.

3. This license shall continue so long as in the opinion of the Project Manager, Bureau of Reclamation, or his duly authorized representative, it is considered to be expedient and not detrimental to the public interest, and shall be revocable by said officer upon ten days' written notice to the licensee. Upon such revocation the aforesaid structure or structures and all accessories shall be removed without delay at the expense of the licensee, in which case the premises shall be restored to their original condition as nearly as possible.

4. The aforesaid structure or structures shall be so erected and maintained as not to unnecessarily obstruct in any manner the flow of water in the canals, laterals, or drain ditches of the United States, or to interfere in any manner whatsoever with the construction, operation, and maintenance of any part of the project.

5. In the erection of the aforesaid structure or structures, the following specifications and conditions must be complied with:

(a) All work shall be done in a neat and workmanlike manner and to the satisfaction of the Project Manager or his representative.

(b) All work shall be accomplished at a time as shall be approved by the Project Manager or his representative.

(c) All work shall be in accordance with plans approved by the Project Manager or his representative.

(d) The completed structure or structures shall be subject to inspection and approval by the Project Manager or his representative.

6. The installation shall be kept in a good state of repair by the licensee.

7. In connection with the performance of work under this contract, the licensee agrees not to discriminate against any employee or applicant for employment because of race, religion, color, or national origin. The aforesaid provision shall include, but not be limited to, the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; lay-off or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The licensee agrees to post hereafter in conspicuous places, available for employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause. The licensee further agrees to insert the foregoing provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

8. The United States shall not be liable for any damages caused to the licensee, his agents or employees or to such property of the licensee as may be authorized hereby to be installed and maintained by reason of any act or failure to act on the part of the United States in the operation or maintenance of the project: PROVIDED, However, that the licensee shall not be deemed hereunder to have waived any of its rights under the Federal Tort Claims Act.

9. The issuance of this license constitutes in no way and to no extent any surrender or subordination by the Bureau of Reclamation of its jurisdiction or supervision over all or any part of the lands involved herein.

Dated at Klamath Falls, Oregon, this 5th day of March, 1959.

APPROVED: MAR 3 1959
(Date)

By: Ray L. Roberts
Manager, Klamath Irrigation District

Project Manager, Klamath Project D.A. Gray
Bureau of Reclamation

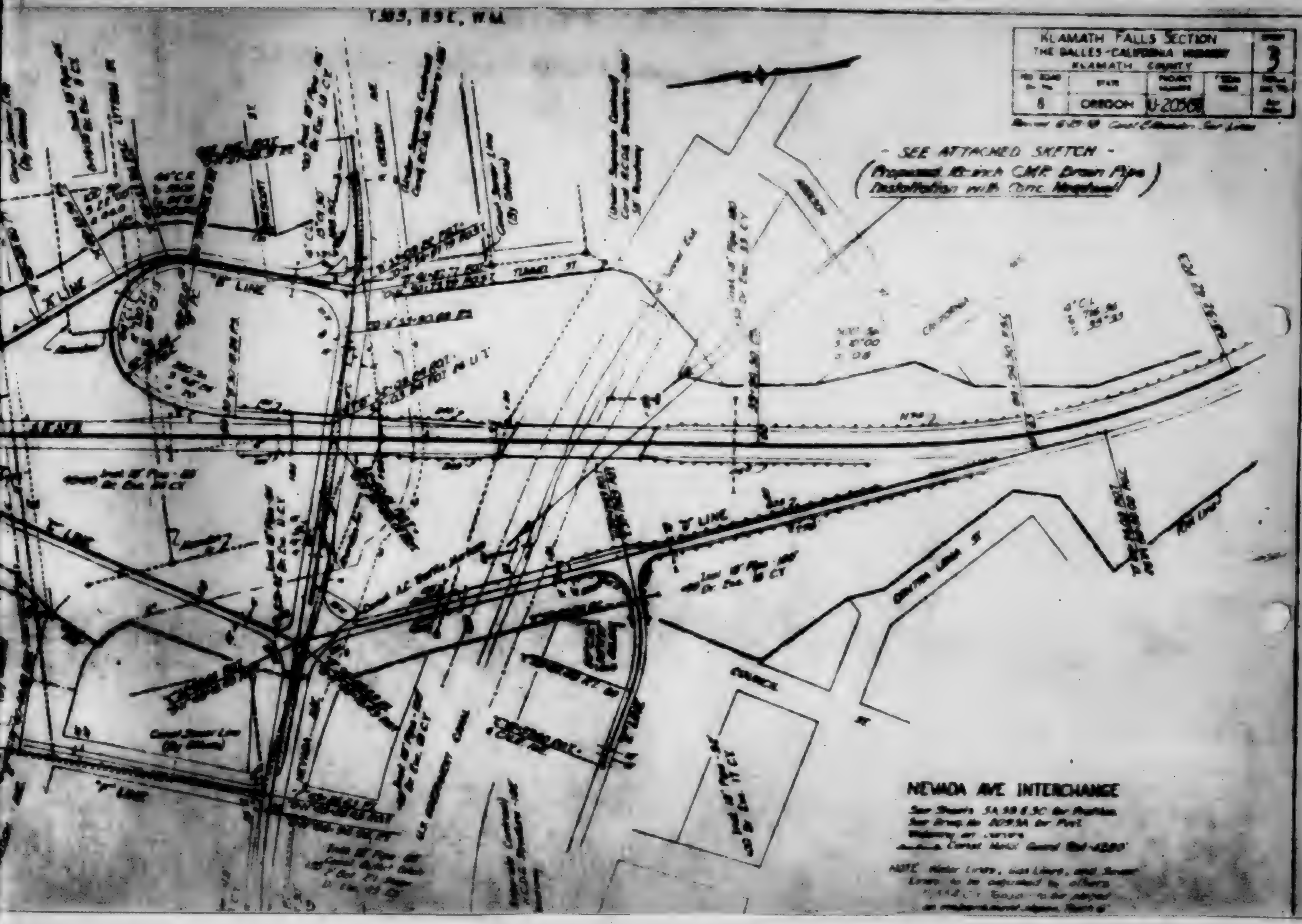
We, XXX the Oregon State Highway Department, the undersigned, hereby accept the foregoing license and agree to all the provisions therein contained.

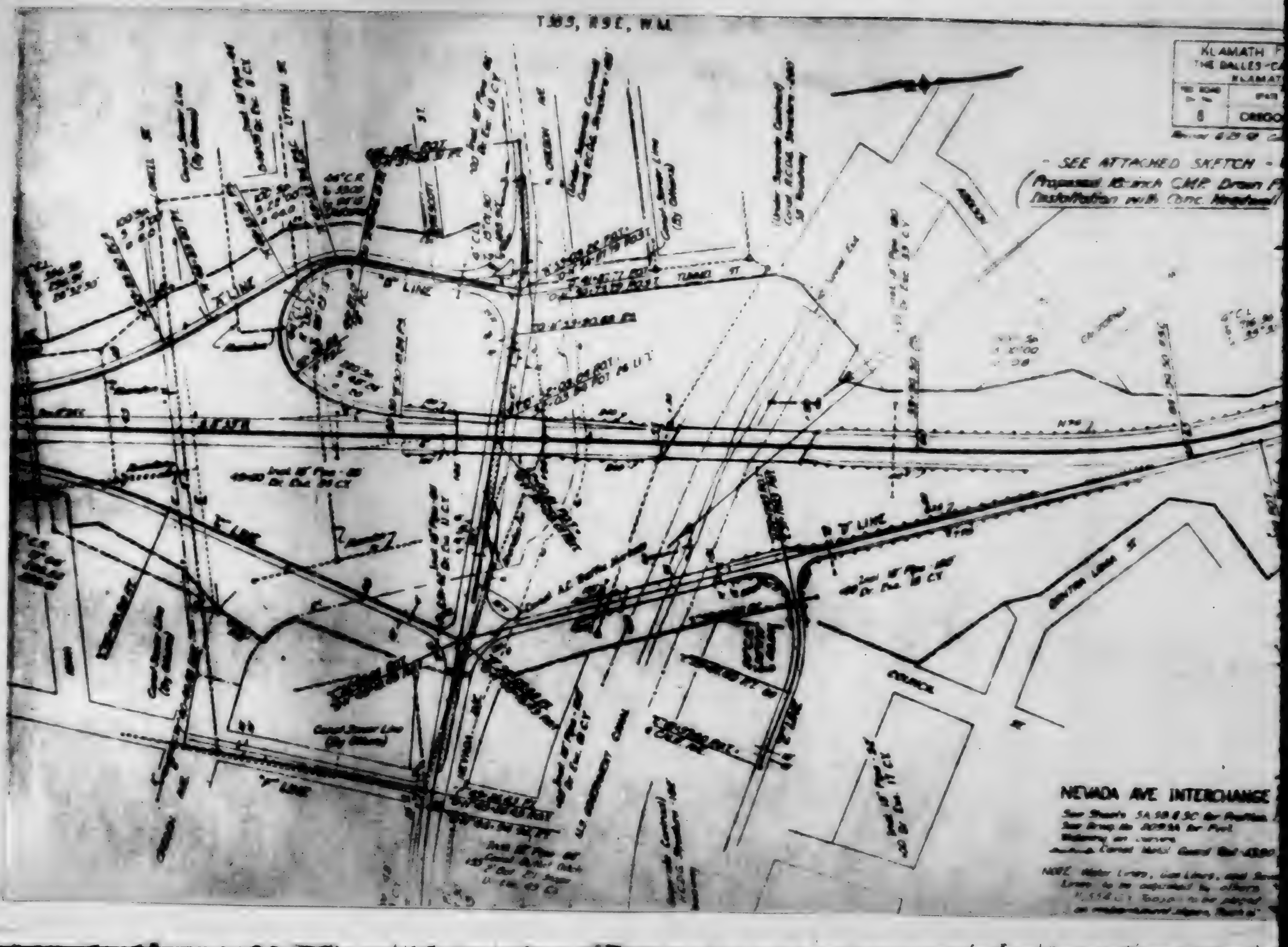
Dated this 26th day of February, 1959.

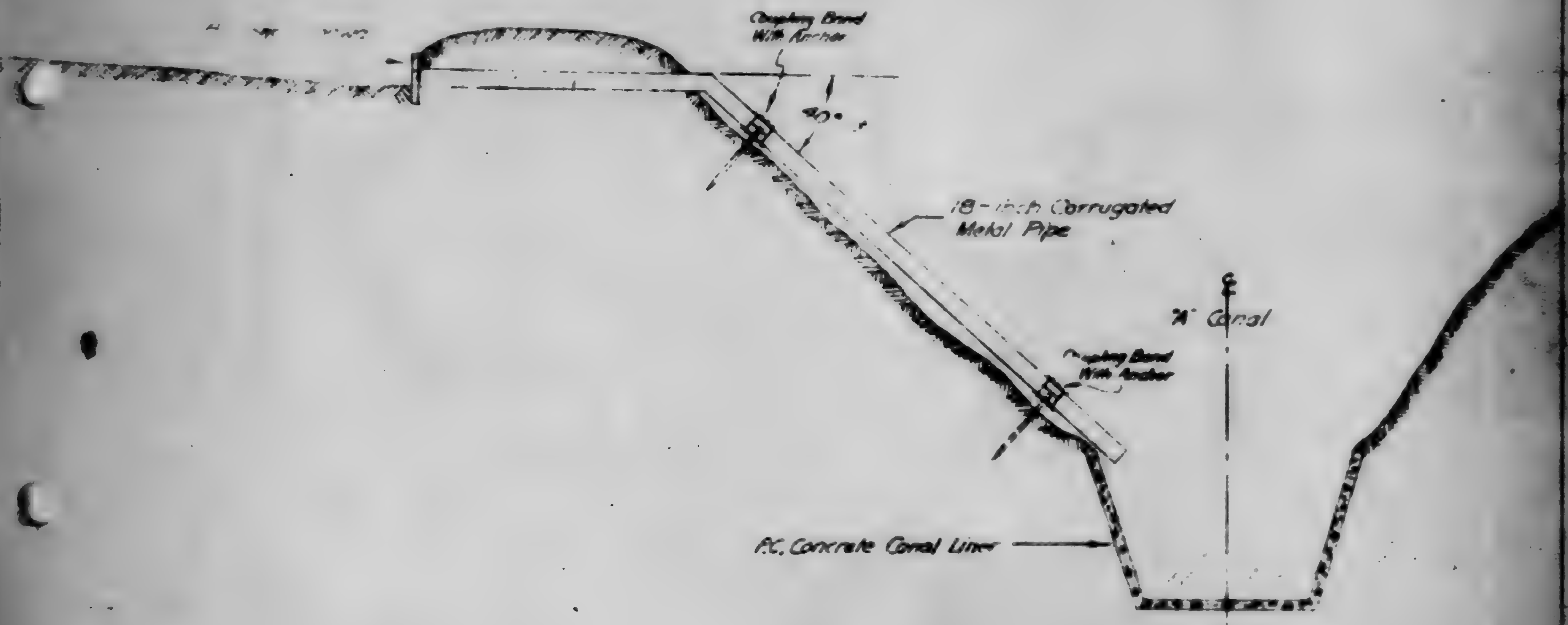
OREGON STATE HIGHWAY DEPARTMENT, Licensee

By
XXXXXXXX Resident Engineer

Attest:
S. E. Graham, Jr.

T.39S, R9E, W.M.
KLAMATH FALLS SECTION
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY
3
8
OREGON
U-2006
- SEE ATTACHED SKETCH -
(Proposed 18-inch CMP Drain Pipe Installation with Conc. Headwall)
"B" LINE
"T" LINE
"E" LINE
"F" LINE
R.T. LINE
TUNNEL ST.
CALIFORNIA
NEVADA AVE INTERCHANGE
See Sheets 3A, 3B & 3C for Profiles
See Dwg. No. 20934 for Post
Widening on curves
NOTE: Water Lines, Gas Lines, and Sewer Lines to be adjusted by others

T38S, R9E, W.M.
KLAMATH F
THE DALLES-C
KLAMAT
8
OREGO
- SEE ATTACHED SKETCH -
(Proposed 18-inch C.M.P. Drain P
Installation with Conc. Headwall
"B" LINE
"T" LINE
"F" LINE
"Y" LINE
TUNNEL ST.
Canal Sewer Line (By Others)
NEVADA AVE INTERCHANGE
See Sheets 5A 5B & 5C for Profiles
NOTE: Water Lines, Gas Lines, and Sewer Lines to be adjusted by others


Coupling Band With Anchor
40°
18-inch Corrugated Metal Pipe
℄
"A" Canal
Coupling Band With Anchor
P.C. Concrete Canal Liner

OREGON STATE HIGHWAY DEPARTMENT

SKETCH.

Showing Proposed Drain Pipe Installation in
Vicinity of Nevada Street Interchange
KLAMATH FALLS SECTION
THE DALLES - CALIFORNIA HWY.
KLAMATH COUNTY

W. F. [illegible], Res. Engr. Feb. [illegible]

RECEIVED
MAR 27 1959
FOR FILING
5201

March 25, 1959

Mr. Julian Eccles
220 Conger Avenue
Klamath Falls, Oregon

Dear Mr. Eccles:

In investigating the feasibility of accepting your proposal to improve and maintain the State Highway right-of-way between your property and Main Street, Link River and Conger Avenue, I learned that you propose to place a cyclone-type fence around the entire area.

Although some type of fence might be necessary to prevent trespass, I doubt that you are justified in going to the expense of this type of fence due to the uncertainty of the continuation of this project. There is also the possibility of adverse public criticism of the Highway Department for excluding public access to the river and I think it would be well for you to discuss the question personally with our Landscape Engineer, Mr. Mark Astrup, before making a decision. He will be in Klamath Falls on Friday, April 3, and will call on you to discuss the whole situation.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Dean Swift (2)
Mr. M. H. Astrup

FORM E-30X---5OM---6 58- -13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
March 24, 1959

SUBJECT:

Property below Conger Ave.
Klamath Falls Section
Contract No. 5301

To:

Mr. Mark H. Astrup
Landscape Engineer
$alem, Oregon

Reference is made to your call concerning possibility of undesireable public sentiment if Mr. Julian Eccles were given temporary and provisional use org lease on Link River frontage area below revised Conger Ave. and between former Fleet property and Main St.

I contacted Mr. Bonney of the Klamath Falls Park and Recreation Dept. It was the opinion of Mr. Bonney that as long as the present city park on the southerly side of Main St and adjoining Link River and Lake Ewauna was in existence there,was sufficient frontage to accommodate fishing activities. This condition might be altered if a portion of the park is required in the future for highway right of way. He felt that there might be some adverse r sentiments, but that it would be a small group limited to those who are habitual at making such complaints.

Mr. Eccles stated that if he were to procure this property with terms to his satisfaction he plans to place a cyclone type fence around the area to restrict access and maintain the area. Also said that fence would probably be back from the top of river bank a sufficient distance to still permit fishing. It is questionable to me whether this could be done because of the size and shape of the area without creating a hazard. I would not recommend anything of this nature because a hazardous area would probably created by the restricted width between fence and river bank and would present a maintainance problem. Mr. Eccles pointed out that this frontage was created and made available for fishing by the highway, as this area was private properties prior to right of way purchases.

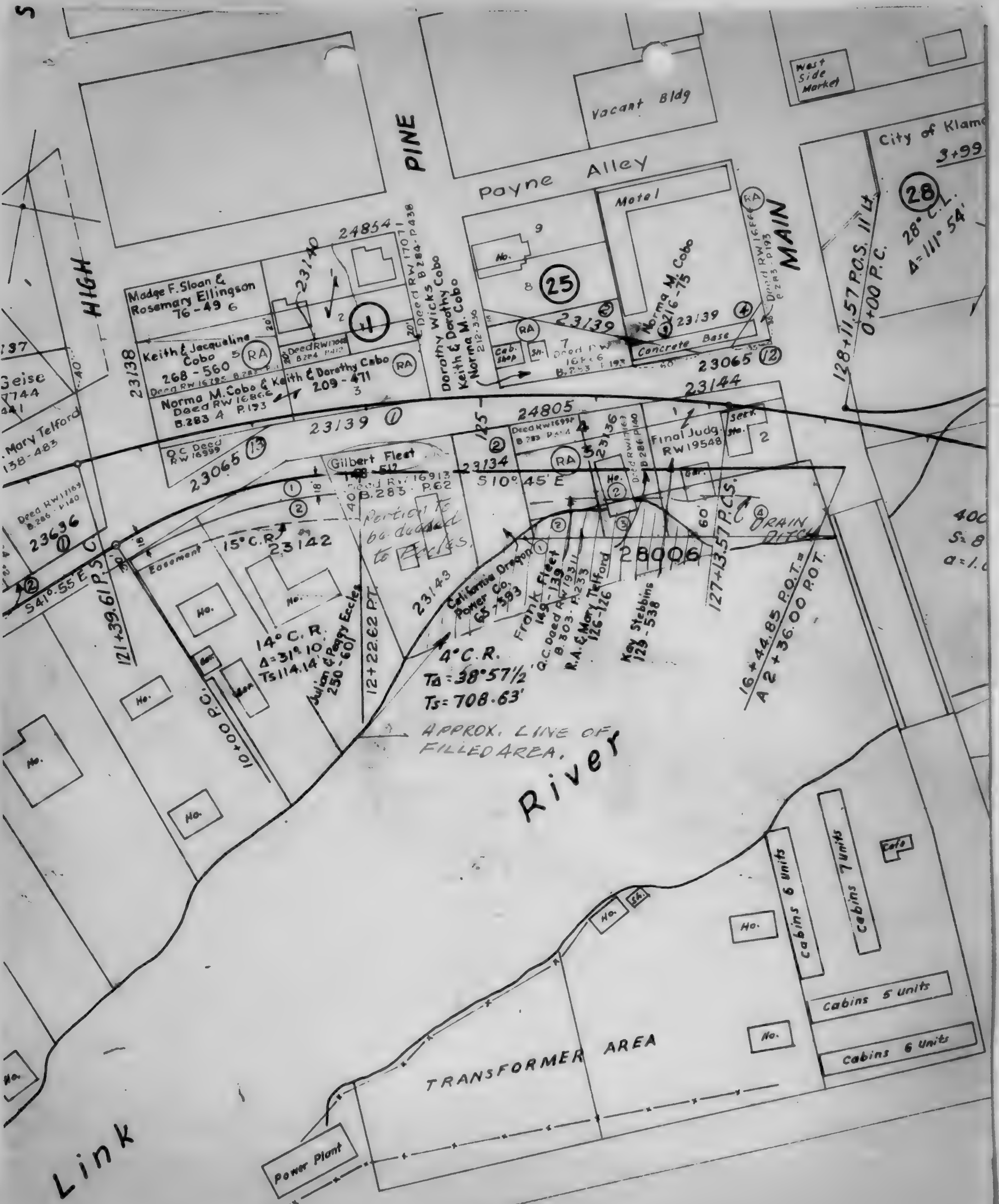
Construction operations have created a good portion of the level area south of the Fleet property by wasting material over the original river bank and into the cove which existed between Fleet property and northeasterly end of Link River Bridge.

As I understand it, the State will retain ownership to this property for use as right of way as may be required for future construction. It is my feeling that this should be done.

W. Reid Meritt
W. Reid Meritt
Resident Engineer

cc: Mr. Dean Swift

5


HIGH
PINE
MAIN
Payne Alley
Link
River
Vacant Bldg
West Side Market
City of Klam
3+99
28
28° C.L.
Δ=111° 54'
0+00 P.C.
128+11.57 P.O.S. 11 L4
Motel
25
9
8
No.
24854
23140
2
1
Madge F. Sloan & Rosemary Ellingson
76-49 6
Keith & Jacqueline Cobo 5
268-560
RA
Deed RW1170
Deed RW 1707 B284 P438
Dorothy Wicks Cobo
Keith & Dorothy Cobo
Norma M. Cobo
212-336
Norma M. Cobo & Keith & Dorothy Cobo
209-471
3
Deed RW16866
B.283 4 P.193
Norma M. Cobo
216-75
23139
Deed RW 16FF6 B283 P193
7
Deed RW 16Fc6 B.283 P.193
Cab. Shop
Sh.
Concrete Base
23065
12
23144
23138
Geise
7744
441
Mary Telford
138-483
23139
24805
Deed RW16998
125
23136
Deed RW17163 B286 P180
Final Judg. RW19548
Serv. Sta.
Gar.
2
Q.C. Deed RW16999
23065
13
Gilbert Fleet
148-512
Deed RW 16913
40 B.283 P.62
23134
S10° 45' E
Portion to be deeded to Eccles.
Deed RW11169 B.286 P.140
23636
S41° 55' E
121+39.61 P.S.C.
Easement
15° C.R.
23142
23143
No.
Ho.
Gar.
14° C.R.
Δ=31° 10'
Ts 114.14'
10+00 P.C.
Julian & Peggy Eccles
250-601
12+22.62 P.T.
California Oregon Power Co.
65-393
4° C.R.
TΔ=38° 57½
Ts=708.63'
Frank Fleet
149-139
Q.C. Deed RW19311
B.303 P.233
R.A. & Mary Telford
126-126
Kay Stebbins
129-538
28006
60'
127+13.57 P.C.S.
℄ DRAIN DITCH
16+44.85 P.O.T.=
A 2+36.00 P.O.T.
400
APPROX. LINE OF FILLED AREA.
Cabins 6 Units
Cabins 7 Units
Cabins 5 Units
Cabins 6 Units
Cafe
Sh.
TRANSFORMER AREA
Power Plant

A

RECEIVED
FEB 27 1959
FOR FILING

205 (9)

5301

February 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering revision of drainage on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal-aid Project No. U-205(9).

This work is necessary to prevent erosion of the banks of the U.S.B.R. Canal in the vicinity of the Nevada Avenue Interchange.

It is proposed to install 18-inch corrugated metal pipe, coated, at stations indicated on the order to carry drainage down the canal banks to the lining, preventing erosion by the water running free. Drainage ditches will be dug to take the water to the pipes.

The pipes shown on the plans at Stations "L" 59+50 and "D" 58+00 will be eliminated. The cost of these pipes is estimated at slightly more than the cost of the extra work order estimate.

This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

RECEIVED
FEB 6 1959
FOR FILING

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[illegible]

K-Falls

P

February 6, 1959

Rosie Keller, City Recorder
City Hall
Klamath Falls, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of a Supplemental Throughway Agreement between the State Highway Commission and the City of Klamath Falls covering the Klamath Falls By-pass Section of The Dalles-California Highway in the City of Klamath Falls.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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FEB 9 1959
FOR FILING

11-[illegible](9)

2201

Salem, Oregon
February 6, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2201

Supplemental Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway
Klamath Falls

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental agreement with the City of Klamath Falls covering the Klamath Falls By-pass Section of The Dalles-California Highway in the City of Klamath Falls.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Klamath Falls, Oregon.

Secretary

rm
Attach: 1

FORM E-30 25M 9-51 93216

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1959

SUBJECT: Supplemental Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway
City of Klamath Falls

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 8/16/56 and 10/31/57.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

APPROVED
G. S. Paxson
ASST. STATE HIGHWAY ENGINEER
Date Jan. 30, 1959

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-16-56 Misc Page 26908 also 11-1-57 min page 53
Lloyd Query
Secretary

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FOR FILING

U-205(9)

When replying, refer to:
08-35.4

301

January 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-205(9)
Klamath Falls Section
The Dalles-California Highway
Order for State Force Work dated
December 11, 1958 - Seeding,
Fertilizing and Mulching

Dear Sir:

Reference is made to your letter dated December 17, 1958 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

The total estimated amount of the order is $3,000 with Federal participation of $1,440.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Orig Distrib

NOTED

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FOR FILING

U-205 (9)

When replying, refer to:
08-35.4

January 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-205(9)
Klamath Falls Section
The Dalles-California Highway
Order for State Force Work dated
December 11, 1958 - Seeding,
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Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Orig Project

FORM E-123-X 12.5M 6-56

R

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

RECEIVED

5201

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 26, 1958

Klamath Falls Brick and Tile Co.
Klamath Falls
Oregon

Klamath Fal

1036

Attention: Wm. R. Smith
Plant Superintendent

Subject: Removal of material on Klamath Falls, Westside By-pass, Klamath Falls Brick and Tile Co., R/W No. 23061

Dear Mr. Smith:

Your letter of November 20 directed to Mr. Reid Merritt, Resident Engineer, has been forwarded to this office for study and review.

Please be informed that I have completely reviewed the file in the above matter and as a result thereof I wish to convey to you my opinion that this Department has fully lived up to the terms of the contract with your company and having fulfilled the terms of that agreement, we feel that there is nothing further for us to do in the matter.

Yours very truly,

L. I. LINDAS
Chief Counsel

LIL:bk
cc - W. C. Williams
Tom Edwards
Forrest Cooper

NOTED

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DEC 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Wegant
Frazier
Renting

Salem, Oregon
December 11, 1958

Removal of material on
Klamath Falls West Side Bypass
Klamath Falls Brick and Tile Co.
R/W File 23061

Mr. Leonard I. Lindas
Chief Counsel
OFFICE

Klamath Falls

1036

We have received a letter from Mr. William R. Smith, Plant Superintendent of the Klamath Falls Brick and Tile Company, copy of which letter is attached.

Mr. Smith protests our method of handling some clay that they use in brick manufacture and which was removed from the West Side Bypass right of way under a right-of-way agreement. I am also attaching copies of letters from Fred Klaboe, Field Construction Engineer, and Dean Swift, Division Engineer, which give the engineering department's version of this matter.

As of this time, I am told that all of the material has been removed and stockpiled for the use of the brick company. It is our contention that we have fulfilled the terms of the right-of-way option and that the matter is closed. The owners apparently disagree.

As it appears that this matter may become the subject of litigation, I am asking that you get into the act at this time by directing an appropriate letter to the Klamath Falls Brick and Tile Company stating that, in our opinion, we have fulfilled the terms of the agreement.

We will cross the next bridge when someone builds it.

Forrest Cooper
Deputy State Highway Engineer

[redacted]
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 80M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1958

SUBJECT: R/W File No. 23061
Klamath Falls
West Side By Pass

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

On November 20, 1958 Mr. William R. Smith, Plant Superintendent, Klamath Falls Brick and Tile Company, wrote the State Highway Department complaining that it was his opinion that we were not living up to our agreement concerning the removal of hard-pay brick material from the portion of the right of way acquired from his family. Specifically, Mr. Smith complains that the agreement stated that this hard-pay material was to be dug with a power shovel and run through a crusher for the purpose of reducing the material to the proper size.

You will note from a study of the option that neither the method of excavation nor the method of reduction in size is outlined. Mr. Buckman, Right of Way Agent dealing with the Smith family, also states that, no mention or promise was made concerning the use of a power shovel for excavation or a crusher for reduction.

We excavated and transported this hard-pan material by cats and carry-alls. It was reduced to 4-inch size by laying it out on a prepared earth table and then by rolling with a grid roller. When this rolling operation was first started, some dry grass was introduced into the material from the wheels of the excavating and rolling equipment. This was immediately corrected by blanketing the haul road and by not allowing the grid roller to get off of the area where the crushing was being done. After the material had been reduced to the 4-inch minus size by the grid roller, it was rolled over a steep bank by the use of a blade grader. This introduced a certain amount of mixing effect. When The material ~~was~~ is again picked up by the brick company, their equipment will accomplish further mixing by loading from the bottom to the top of the stockpile.

We sincerely believe that we have done everything we are obligated to do under the option executed with the Smith family. Mr. William Smith practically supervised the excavation of this material and appeared to both the resident engineer and the contractor to be satisfied with the end results. Instead of the expected 2,000 yards of material, we estimate that between 15,000 and 20,000 yards was obtained. The stockpile is just about the biggest thing within the city limits of Klamath Falls.

NOTED
FORREST COOPER

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

We therefore recommend that Mr. Smith be notified that we have completed our obligation under Right of Way File No. 23061 and that we intend to do nothing further in connection with our obligation here.

Tom Edwards
Construction Engineer

By
FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

FORM 230—50M—8-50—36654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 26, 1958

SUBJECT: Right of Way File No. 23061
Klamath Falls West Side Bypass

To:
Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

I am enclosing a copy of a letter from William R. Smith of the Klamath Falls Brick and Tile Company, which has to do with stock piling of selected brick material which was a part of our right of way obligation on the West Side Bypass in Klamath Falls.

Please note that the Option did not state how this material was to be reduced or how it was to be excavated. Mr. Bucknum, Right of Way Agent in this section, states that no mention was ever made on the use of a crusher in the reduction. We excavated and transported this material by cats and carryalls and it was reduced to 4-inch size by the use of a grid roller. Samples for screen analysis have been submitted to verify the 4-inch size, with a 5% tolerance.

When this operation was first started some dry grass was being introduced into the material from wheels of excavating and rolling equipment. This was immediately corrected by blanketing the haul road and not allowing the grid roller to get off the area where the crushing was being done.

As to the mixing of this material as mentioned in Mr. Smith's letter, the following procedure was carried out: After the material had been reduced to the 4"-0 by the grid roller, it was rolled over a steep bank by the use of a blade grader, which did have some mixing effect. When the material is again picked up by the brick company, their equipment will accomplish further mixing by loading from bottom to top of the stock pile.

DEAN SWIFT
Division Engineer

RECEIVED
NOV 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DS:me
Encl.
cc: Mr. W. C. Williams

FORREST COOPER

~~COUF~~ ERRED TO

whats this all about?

COPY

REGISTERED
Return Receipt Requested

November 20, 1958

Oregon State Highway Commission
Engineering Department
2656 Altamont Drive
Klamath Falls, Oregon

SUBJECT: File No. 23061 Right-of-Way
7B-31-8 R/W-4-25-55

ATTENTION: Mr. Reid Merritt, Resident Engineer

Gentlemen:

The purpose of this letter is to inform you that our agreement with you was that the hard pan material on this portion of your right-of-way was to be dug with a power shovel and run thru a crusher for the purpose of reducing the material to the proper size which should be not more than 4" in diameter with a tolerance of 5% larger.

Mr. Reid Merritt has informed us that you will move the hard pan material with crawler tractors and carryalls. We rigidly object to the hard pan brick material being moved by crawler tractors and carryalls for the following reason:

(a) It is not possible to obtain a uniform material. For example, your carryall is peeling the clay off the surface each pass it makes and over a greater surface area since the carryall is loaded in motion. It is essential that the useable clay is not contaminated with extraneous materials which would change the physical properties of the useable material. In other words, the clay must be kept completely free of all roots, weeds, etc.

The face brick industry have learned that in order to maintain a uniform color and size it is essential to use selective digging of the clay with a power shovel. Thru trial and error our industry on the Pacific Coast have accepted this method of mining their clays. We refer you to the following companies for confirmation of this statement, should you desire it:

COPY

Willamina Clay Products Co.,
P. O. Box 769,
Tigard, Oregon;

Columbia Brick Works
1320 S. E. Water Avenue,
Portland 14, Oregon;

McMinnville Brick & Tile Co.,
McMinnville, Oregon;

Monroe Clay Products Co.,
Monroe, Oregon.

As you may be aware, facing brick are being used more extensively in residential, school and commercial building construction than at anytime previous. The advent of such useage is due largely to the development of a greater variety of colors and textures by the brick industry at the same time greatly reducing the maintenance previously necessary by the consumer. Colors and textures require the most strict controls over crude clay, machining and firing.

When we start to use the hard pan brick material for the manufacture of our face brick, i.e., the material which you are now moving by a method not approved by the industry, we will have no alternative but to hold you responsible for any loss suffered by ourselves as a result.

Yours very truly,

KLAMATH FALLS BRICK & TILE COMPANY

By William R. Smith
William R. Smith
Plant Superintendent

cc: Mr. Swift-Bend, Oregon;
Mr. W. C. Williams, Salem, Oregon;
Mr. M. K. McIver, Portland, Oregon.

RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1959

FORM E-30 50M 6-58

FOR FILING

U-205(9)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1958

SUBJECT: Supplemental throughway agreement
Klamath Falls By-Pass Section
The Dalles-California Highway
City of Klamath Falls

594

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled proposed supplemental throughway agreement as per your request of December 12,1958. We have attached one exhibit and understand County and City Relations will furnish additional copies when available.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
cc: L. I. Lindas
Att.

To City 12/23/58

RECEIVED
DEC 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
DEC 18 1958
FOR FILING

U-205(9)

5301

December 17, 1958

Mr. C. C. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 and 238 covering seeding and mulching on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do the work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total amount of the order is $3,000.00 with Federal participation of $1,440.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
DEC 12 1958
FOR FILING

11-205 (9)

5301

When replying, refer to
08-35.4

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Price Agreement No. 2,
Dated October 20, 1958
Klamath Falls Section,
The Dalles-California Highway
Oregon Project
U-205(9), Contract No. 5301

Dear Sir:

We find the subject price agreement is not eligible for Federal participation for the following reasons:

1. The right-of-way agreement with School Dictrict No. 1, File No. 23085, was negotiated prior to the date of the right-of-way authorization. The deed from the School District is dated August 13, 1956 while the authorization for right-of-way is dated October 23, 1956.

2. The material to be excavated under the price agreement is not included in the P.S. & E. documents; although this material has been excavated and placed in the roadway embankment it was not needed. An excess of excavation material greater than that removed under this price agreement is indicated.

Under these circumstances we are returning all copies of the order.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Encls.

orig. to
Prolect

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RECEIVED
DEC 12 1958

FOR FILING
U-205(9)

5301

When replying, refer to
08-35.4

December 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Extra Work Order No. 3
Oregon Project U-205(3)
Klamath Falls Section-
The Dalles California Highway
Contract No. 5301

Dear Sir:

Before acting on the subject order dated November 6, 1958, we would like to be advised of the amount of yardage of hardpan material removed from the roadway prison and stockpiled for use in brick manufacture. It is understood this yardage can now be determined.

We understand that a deduction is to be made from Item 3, General Excavation, Unclassified, of the contract, for the material removed from the roadway prison under this extra work order. Please confirm this and advise as to the amount to be deducted.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig to
Probert

RECEIVED
DEC 12 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. MCIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

U-205(9)
5301

NOTED
W. C. WILLIAMS

November 26, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

I am enclosing copy of a letter addressed to the Oregon State Highway Commission by Mr. William R. Smith, of the Klamath Falls Brick & Tile Company, which I received today by registered mail. This speaks for itself.

I have today signed the letter the Commission is addressing to the Governor in regard to the acquisition of Tillamook Rock and its abandoned lighthouse from the United States Government.

Yours very truly,

M. K. McIver
Chairman

RECEIVED
NOV 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 24 1958
FOR FILING

U-205 (9)

[illegible]

November 20, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering excavating and stockpiling hard pan material on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

Right of way was taken through an area having material suitable for the manufacture of bricks. In order to save the materials, the grantors, as part of the acquisition, have requested that it be stockpiled for future use. The most economical and practical way to accomplish this is to have it done by the contractor on the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmv

RECEIVED
NOV 12 1958

FOR FILING

[illegible]

5301

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three conformed copies of the agreement with the Oregon Water Corporation, and sketches covering the adjustment of water main and facilities on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

This will complete the proposed agreement with the Oregon Water Corporation as submitted to you September 22, and approved by you September 23, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

A

RECEIVED
NOV 6 - 1958
FOR FILING

U-205(9)

5301

November 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith three conformed copies of the executed agreement with California-Pacific Utilities Company and sketches in connection with adjusting gas lines on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Project U-205(9).

Approval of the proposed agreement and authorization to proceed with this work was given in your letter of September 23, 1958, your file No. 08-35.5.

This will complete the file for the California-Pacific Utilities Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

A

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FOR FILING

U-205(9)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1958

SUBJECT: Supplemental Agreement
Klamath Falls By-Pass Section
The Dalles-California Highway
City of Klamath Falls

To: G. S. Paxson
Ass't State Highway Engineer

5,V

OFFICE

Attached, are six copies of the above entitled agreement as per your request of October 15, 1958.

Additional copies of this agreement are available.

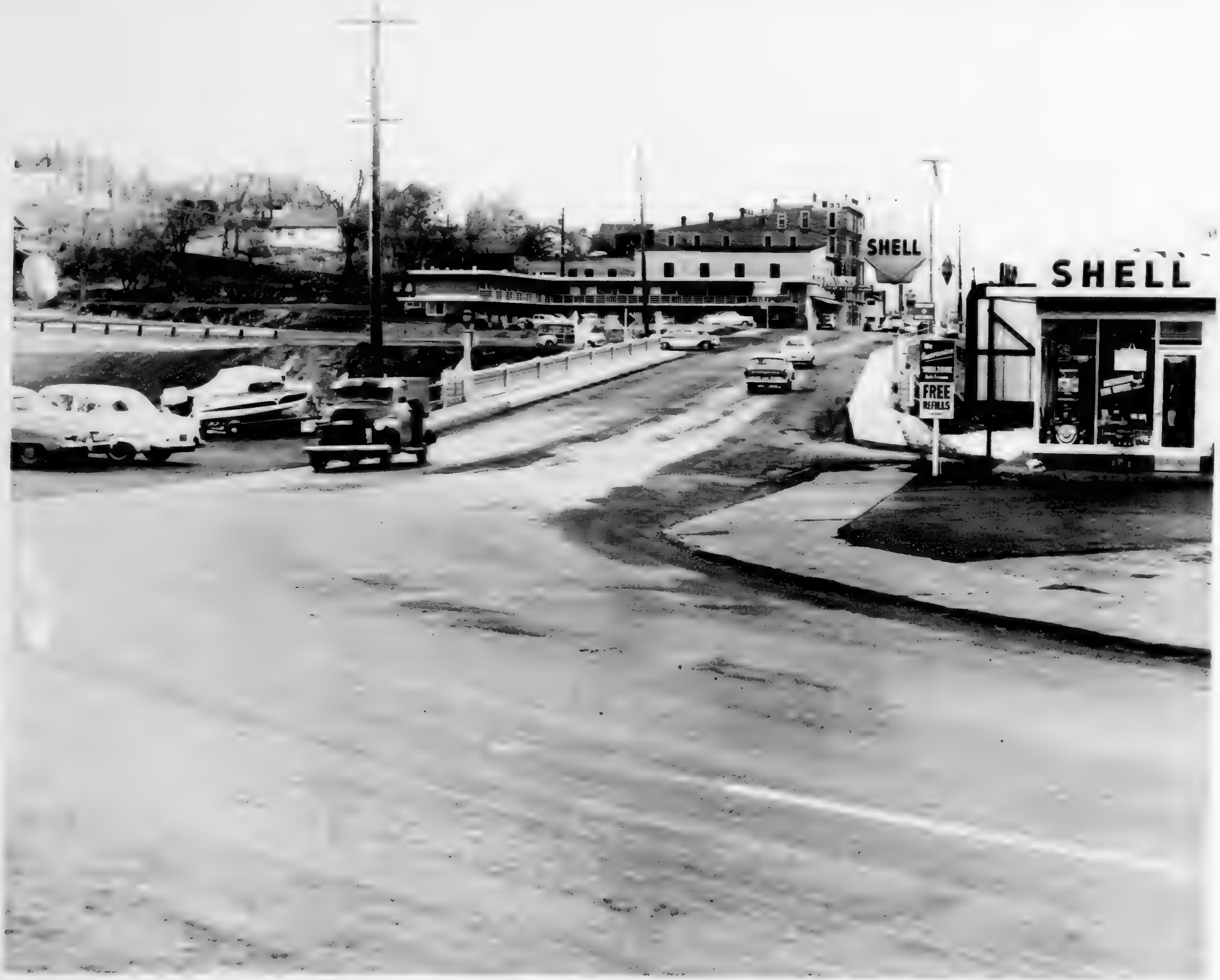
Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cc: L. I. Lindas

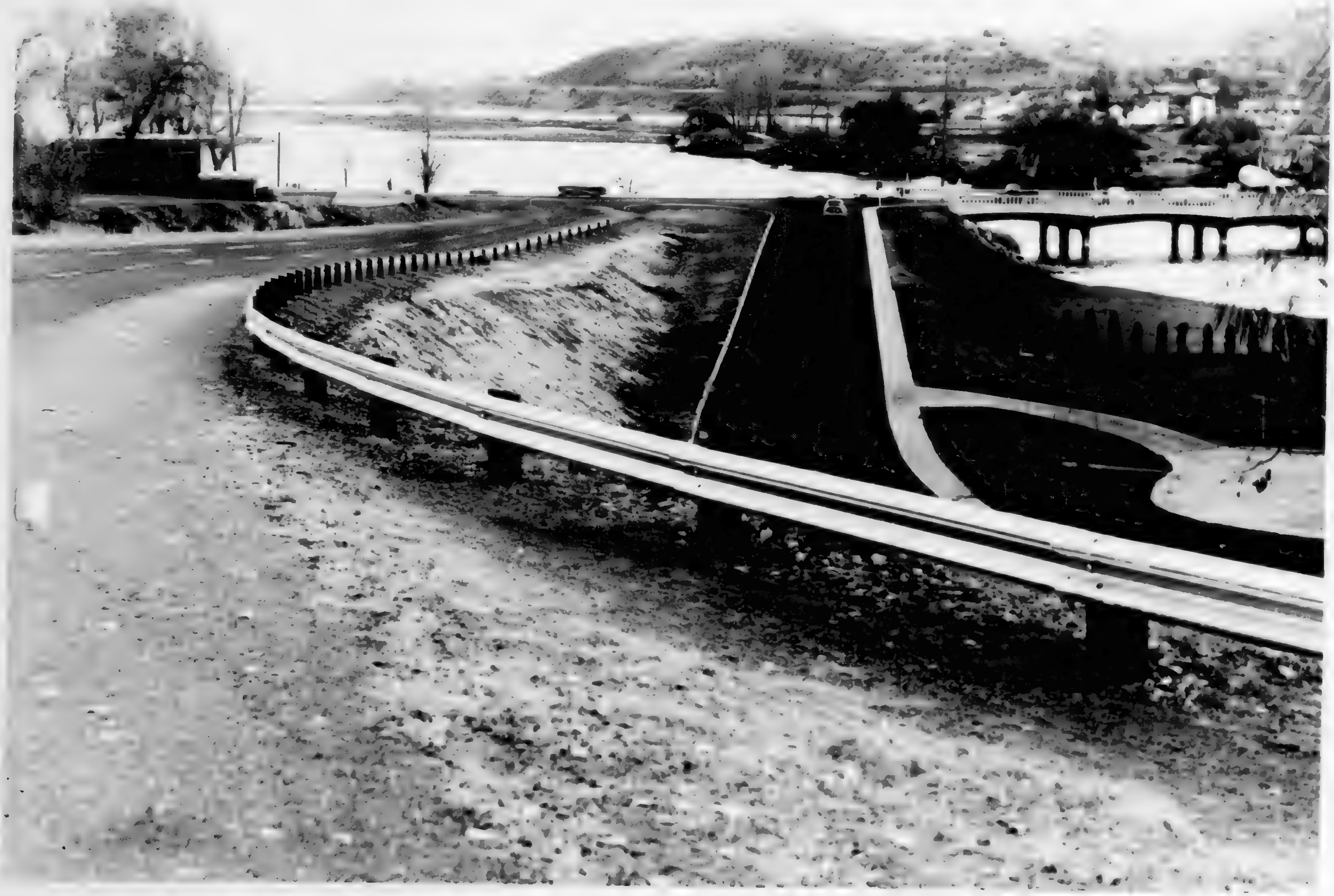
RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

KLAMATH FALLS

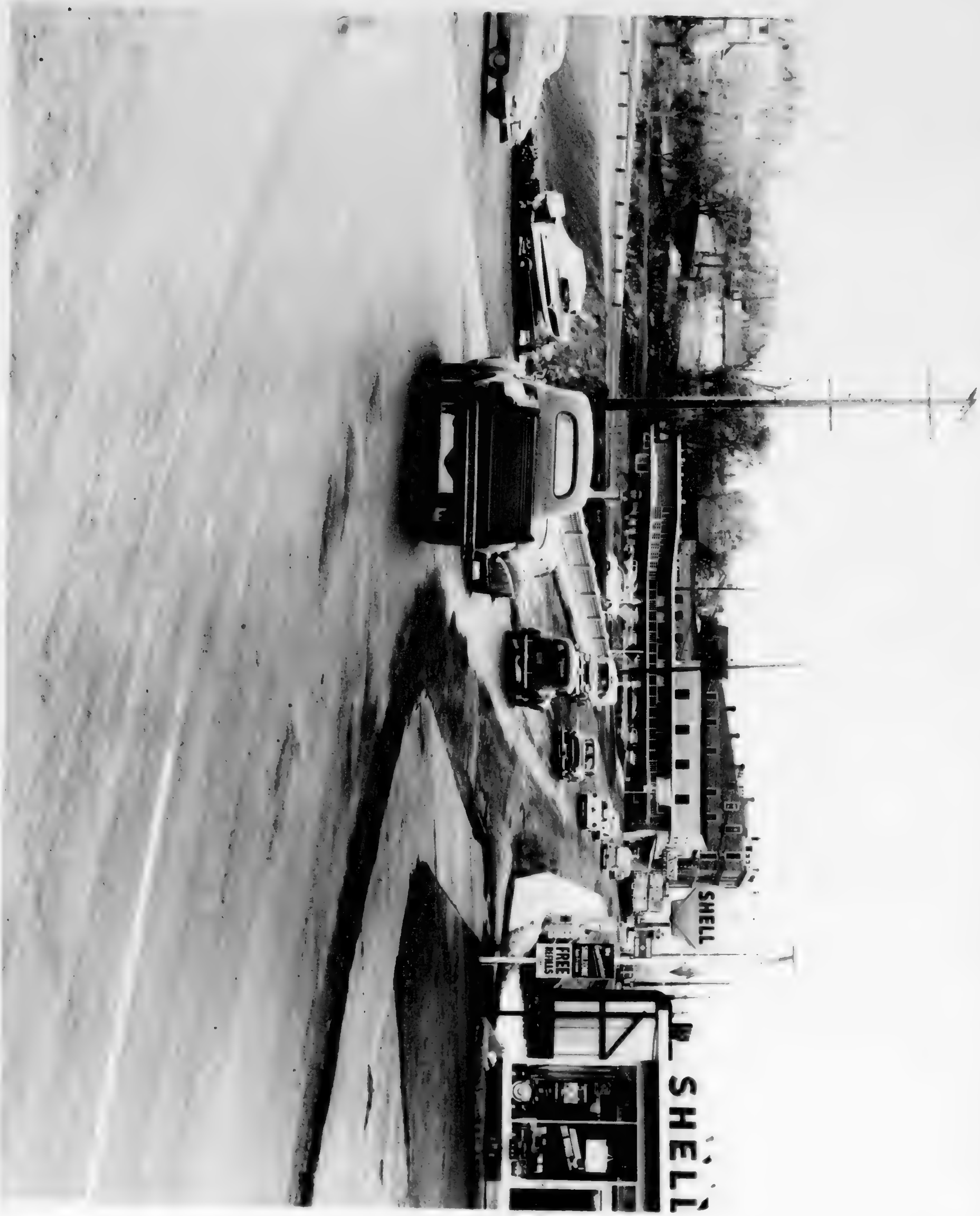
KLAMATH FALLS



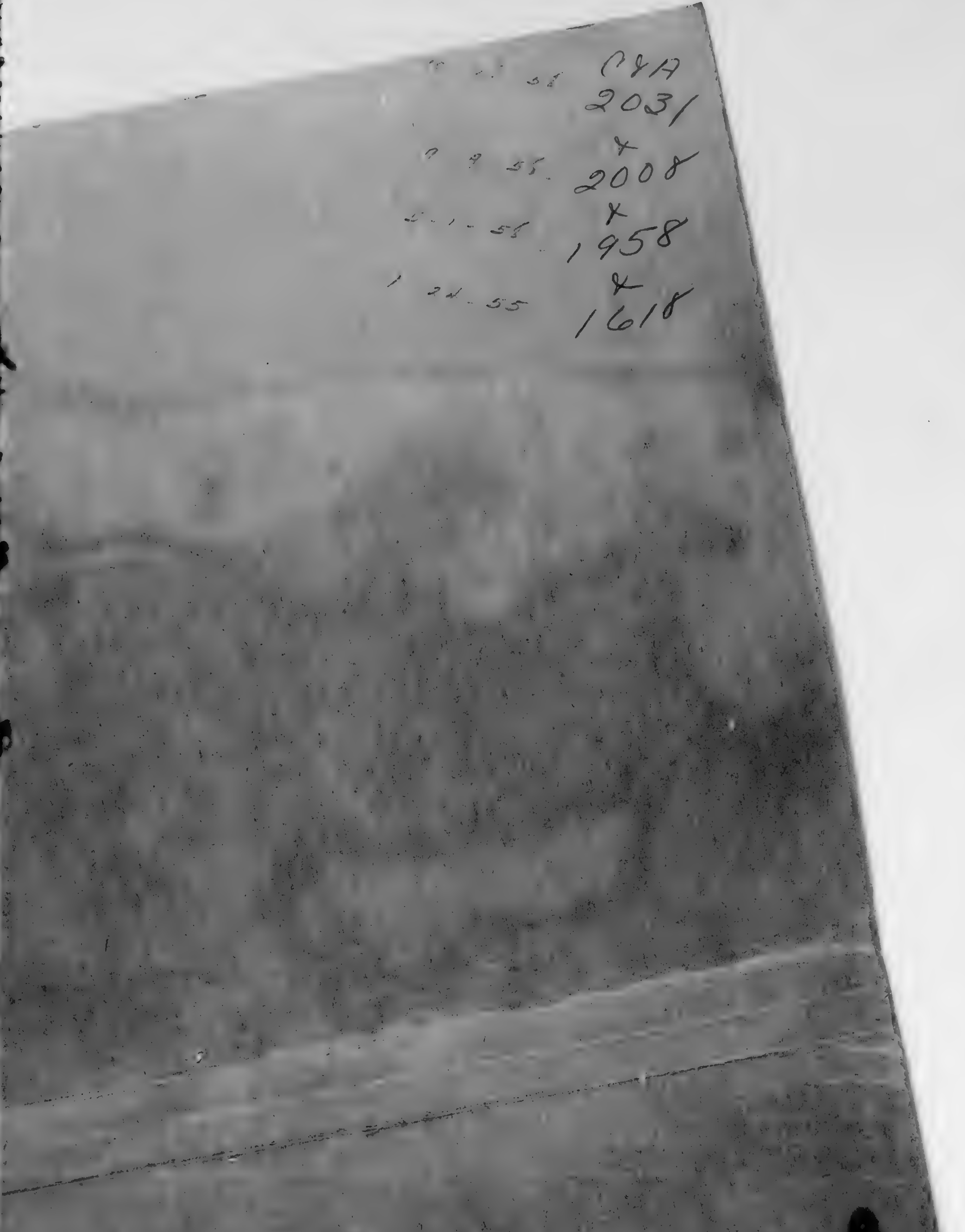
KLAMATH FALLS



KLAMATH FALLS



U-205(9)   Klamath Falls Sec. of   1955
The Dalles-Calif. Hwy.
#5301   (Grad. & Paving)   Folder #2



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3301

October 31, 1958

John W. Cunningham & Associates
Consulting Engineers
714 Portland Trust Building
Portland 4, Oregon

Attention: Mr. H. S. Burdin

Gentlemen:

Reference is made to your letter of October 30 presenting plans showing the proposed attachment of the pressure sewer line to the Link River Bridge in Klamath Falls. The details of this attachment are satisfactory.

I assume that your letter will constitute application for permit. In view of the fact that this installation will be operated and maintained by the City of Klamath Falls, a permit should go to the City. One stipulation of the permit will be that all metal work attached to the structure shall be kept painted a concrete grey to blend in with the bridge insofar as possible.

We are sending this application to the field where the necessary permit reports will be instituted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant /w. encl.
Mr. F. W. Farrar /w. encl.

JOHN W. CUNNINGHAM
F. S. ZEIDLHACK

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON, IDAHO, CALIFORNIA

PHONE: CAPITOL 8-4765
714 PORTLAND TRUST BLDG.,
PORTLAND 4, OREGON

FILE 692

October 30, 1958

Mr. G.S. Paxson
Asst. State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Link River Bridge in Klamath Falls

Dear Mr. Paxson:

We are enclosing two prints of our drawing No. 692-A-22 showing the location, method of attachment and materials to be used in the construction of the eight inch pressure sewer to be suspended beneath the Link River Bridge at Klamath Falls. In preparing our plan, we have followed the location suggested by your office and indicated on your drawing 4198 which was transmitted with your letter dated October 23, 1957.

Please examine the enclosed prints and indicate to us your approval or your suggestion for any necessary changes.

Very truly yours,

JOHN W. CUNNINGHAM & ASSOCIATES

By H. S. Burdin

HSB:mdb
encl

RECEIVED
OCT 31 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1958
FOR FILING

U-205(9)

5301

A

October 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering adjusting the City of Klamath Falls sewer lines on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

In accordance with the agreement with the City of Klamath Falls, the State is to bear the expense of adjusting the sewer lines. Agreement has been made with the State's contractor to do this work on force account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

A

RECEIVED
OCT 31 1958
FOR FILING

U-205(9)

5301

October 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State share of flagging costs on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, in connection with Federal Aid Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

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U-205(9)

5351

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file

MISC. CONTRACTS and
AGREEMENTS No. 2431

Salem, Oregon
October 28, 1958

Agenda Item 2-j
Utility Adjustment Agreements
Klamath Falls Section
The Dalles-California Highway

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Frank McKinney
Chief, Office Section

Herewith we hand you one fully executed copy each of three agreements with the California Oregon Power Company, Oregon Water Corporation, and the California-Pacific Utilities Company regarding utility adjustments on the Klamath Falls Section of U.S. 97.

A fully executed copy of each agreement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 3

agenda 10/23/58

FORM 830—50M—8-57—1476

AGENDA
OCT 23 1958

2j

3g

NOTED
L. I. LINDAS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1958

SUBJECT: Utility Adjustment Agreements
Klamath Falls Section
The Dalles-California Highway

To: Mr. Leonard I. Lindas
Chief Counsel
Office

Please find attached hereto two copies each of our proposed agreements with Copco, Oregon Water Corporation, and the California-Pacific Utilities Company, which should be presented to the Commission at its next meeting on October 23rd for their signatures. The Commission should execute all of the copies so that one signed copy of each can be returned to the utilities involved.

I would appreciate it if you would make certain that these are the Commission's agenda and also that, after the Commission signs them, all of the copies are returned to me so that I can forward one executed copy to each of the companies involved and also so that I can obtain conformed copies for my file before turning the originals over to Mr. Glaisyer for his file.

You will note that the Copco Agreement shows that it was entered on the 15th day of September, but the other agreements have been left blank as to the date and perhaps, prior to the Commission signing the same, you should fill in the correct date and month.

Thank you for your assistance on this matter.

Yours very truly,

Frank

FRANK C. MCKINNEY
Chief, Office Section

OK

FCMc:dk

cc: George E. Rohde
Tom Edwards

Ⓐ 3 agreements
if approved, sign 2 copies of each.

NOTED
H. B. GLAISYER

(3 MAPS)

C.C.R.

1 2-1 10/23/58

A

FORM E-123-X 12.5M 6-56

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FOR FILING

11-285(9)

5301

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 28, 1958

Mr. George M. Roberts
Attorney at Law
201 U. S. National Bank Building
Medford, Oregon

Re: Copco Power Line Adjustments
Klamath Falls Bypass Section
The Dalles-California Highway

Dear Mr. Roberts:

In compliance with our telephone conversation of this date, please find enclosed one fully executed copy of the agreement between The California Oregon Power Company and the State Highway Commission.

The Commission executed this agreement during its regular meeting on October 23, 1958, but since you had dated the agreement as of the 15th day of September, 1958, we did not wish to make an eraser and disturb the date which you had placed on the same.

Very truly yours,

FRANK C. [illegible]
Chief, Office Section

FCMcK:[illegible]
ENCL.
cc: Mr. L. K. Linias
Mr. Tom Edwards
Mr. H. B. Glaisyer

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
OCT 23 1958
FOR FILING

[illegible]
[illegible]

October 23, 1958

Mr. R. R. Robinson, Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5301 and plans for grading and paving work on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankment construction at the northerly end of the proposed overcrossing structure at Station 17+65.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines, and any other property of your company which might be damaged by the contractor's operations. Also, the contractor shall furnish protective and liability insurance of the kinds and in the amounts indicated on page 31 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: G. S. Paxson
J. W. DeGenna

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

RECEIVED
OCT 21 1958
FOR FILING

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOT
W. C. WILLIA

U-205(4)

2301

October 15, 1958

Senator Harry D. Boivin
Melhase Building
Klamath Falls, Oregon

Klamath Falls

Re: Relocation of Public Utilities
Westside Bypass-Klamath Falls Section
The Dalles-California Highway

Dear Senator Boivin:

I am pleased to report that we have now received signed agreements from all of the public utilities involved in the above-mentioned highway relocation and I personally know of no reason why the utilities cannot now proceed under the agreements with their relocation work so that the construction of the said highway can proceed.

If we can be of any further service to you on this matter, do not hesitate to contact us.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:dm

cc W. C. Williams
L. I. Lindas
H. E. Perkins
Tom Edwards

NOTED
FORREST COOPER

NOTED
FORREST COOPER

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[illegible] 1958
[illegible]
[illegible] ENGINEER

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OCT 21 1958
FOR FILING

U-205(9)

5301

p.

Salem, Oregon
October,15, 1958

Supplemental Agreement
Klamath Falls By-pass Section
The Dalles-California Highway
City of Klamath Falls

[illegible] Mr. L. I. Lindas
Chief Counsel
OFFICE

Since execution of the original subject named agreement, it has been found necessary to get a supplemental agreement with the city so will you please have an agreement prepared covering the following points:

RECITALS: Standard paragraphs.

THINGS TO BE DONE BY STATE:

1. State shall construct and thereafter maintain the Nevada-Oregon Street Interchange as shown colored in green on the attached Exhibit "A."

2. State shall reconstruct a portion of Oregon Avenue as shown colored in orange on the attached Exhibit "A."

THINGS TO BE DONE BY CITY:

1. City consents to the provisions as described in paragraph 1 under THINGS TO BE DONE BY STATE.

2. City consents to the provisions as described in paragraph 2 under THINGS TO BE DONE BY STATE, and upon completion of the work by State, shall assume maintenance of and jurisdiction over said reconstructed portion of Oregon Avenue at its sole expense.

Please prepare six copies of the agreement in addition to any required by your division. Seven copies of the exhibit are attached.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

Att.

cc: Tom Edwards
C. G. Svenson

RECEIVED
SEP 30 1958
FOR FILING

FORM E-30X—37,500—2-55—62967

M-205( )
Forrest Cooper
53-1

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

September 29, 1958
Salem Office

SUBJECT: Oregon Water Corporation
Line Adjustments
Klamath Falls Bypass Section
The Dalles-California Highway

To: Mr. Tom Edwards
Construction Engineer
Office

As you probably know, we have reached an agreement with the above corporation with respect to relocating their facilities in Klamath Falls. The Bureau of Public Roads has approved the estimates for the relocation as well as the agreement and Mr. Young, on September 25, advised the Water Corporation that they could now proceed with their work.

Today, however, we received from the Oregon Water Corporation a letter indicating that they could not commence their work until some type of a disagreement between the City of Klamath Falls and the State Highway Department was resolved. For your information, I am enclosing herewith a copy of their letter in which in paragraph 2 he has set out in more detail the difficulty they are encountering.

If this office can be of any assistance in drawing a supplemental agreement with the City of Klamath Falls or in any other manner so that the Water Corporation can commence its relocation, do not hesitate to notify us.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:rn
Enc.
cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindas

RECEIVED
FORREST COOPER

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

OREGON WATER CORPORATION
POST OFFICE BOX 229
KLAMATH FALLS, OREGON

September 26, 1958

McKinney 9.29.58

Leonard Lindas, Chief Counsel
State Highway Commission
Salem, Oregon

Dear Mr. Lindas:

Enclosed are two signed copies of the proposed agreement between the State Highway Commission and Oregon Water Corporation with respect to the relocation of water facilities within the right of way of the Klamath Falls West Side Bypass.

The Oregon Water Corporation is anxious to start this work which presently is being held up by a disagreement between the City of Klamath Falls and the State Highway Department over construction of an access road. The route would be from the intersection of Montelius and Iowa Streets, via Iowa Street and Thrall Street to Nevada Avenue. This is the area where our first construction must take place to permit the removal of the Iowa Street and Lowell Street mains for grading. I am hopeful that details for this access road will be worked out soon so that we may proceed with our pipeline construction.

In reference to paragraph 8, of the transcript, the part herewith quoted, "Oregon shall promptly reimburse State without interest, charge, or other expense for all sums paid to Oregon by State for the said relocation of the said utility facilities located upon public streets, roads, ways, parks and other public property in said City." is not intended to include Court costs, but only charges or expense incident to the construction, without interest.

Yours very truly,

OREGON WATER CORPORATION

Glenn D. Bowen.
Glenn D. Bowen, Vice President

GDB:m
enc - 2
cc - O. P. Newman, President
Francis F. Hill, Att'y
Frank C. McKinney, Chief-Office Section
Oregon State Highway

RECEIVED
SEP 30 1958
FOR FILING

U-205(9)

5301

September 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 19, 1958, on Contract No. 5301, Klamath Falls Section, in Klamath County, in connection with Federal Aid Project No. U-205(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er

RECEIVED
[illegible]
FOR FILING

When replying, refer to:
08-35.5
U-205(9)

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-205(9)
Klamath Falls Section
Oregon Water Corporation
and California-Pacific
Utilities Adjustments

Dear Sir:

We are today approving your proposed agreements with the above utility companies for water and gas line adjustments on the subject project in accordance with PPM 30-4.

Reimbursement will be subject to the judicial determination as to the legal liability of the public to bear said costs, as provided for in paragraphs 7 and 8 of the proposed agreements.

Please submit the usual number of copies of the executed agreement and court determination, when available.

Adjustment of the utilities may proceed.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig to SHP

RECEIVED
SEP [illegible] 1958
FOR FILING
U-205(9)

5301

When replying, refer to:
08-33.4

September 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: California-Oregon Power Co.
Utilities Adjustment
Klamath Falls Section-The Dalles-California Highway
Oregon Project U-205(9)
Contract No. 5301

Dear Sir:

We are today approving your proposed agreement with California-Oregon Power Company for the adjustment of the company's utilities on the subject project in accordance with PPM 30-4. It is understood additional copies will be submitted when the agreement is executed.

Reimbursement will be subject to the judicial determination (as provided for in Paragraph 8 of the proposed agreement) as to who will bare the cost of adjusting the utilities now located in the public streets, alleys, parks or ways of the City of Klamath Falls.

Adjustment of the utilities may proceed.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

A

RECEIVED
SEP 23 1958
FOR FILING

U-205(9)

5301

September 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith one copy each of the following data in connection with adjusting the California-Pacific Utilities gas lines on the Klamath Falls Section of The Dalles-California Highway in Klamath County, State Contract No. 5301, Project No. U-205(9):

1. Proposed agreement with the Utility
2. Estimate of the Utility covering the work
3. Sketch prepared by the Utility

Your approval of this agreement and authorization to proceed with the work as of this date are requested. Additional copies will be submitted as soon as the agreement has been executed.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

1

RECEIVED
SEP 23 1958
FOR FILING
U-205(9)
5301

September 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the facilities of the City of Klamath Falls on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, Project U-205(9):

1. Three copies of the agreement with the City of Klamath Falls covering the entire project.
2. Three copies of the estimate of the City covering adjustment of its sewer lines.
3. Three sheets of Exhibit "A" covering the entire project, and three each of plan Sheets 5 and 7 showing the construction and abandonment of sewer lines.

Your approval of the agreement between the State and City of Klamath Falls and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
SEP 23 1958
FOR FILING

U-205(9)

5301

September 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith one copy each of the following data in connection with adjusting the facilities of the Oregon Water Corporation on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Contract No. 5301, Project U-205(9):

1. Proposed agreement between the State and Oregon Water Corporation for moving its water lines on the Klamath Falls Section.

2. Estimate of the Corporation.

3. Construction plan Sheets 5 and 7 showing the revisions to be made as prepared by the Corporation.

Your approval of the agreement between the State and Oregon Water Corporation and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
SEP 22 1958
FOR FILING

U-205(9)

5301

September 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith one copy each of the following data in connection with adjusting the facilities of California Oregon Power Company on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Project U-205(9), Contract No. 5301.

1. Proposed agreement between the State and California Oregon Power Company.

2. Estimates of the Company for adjusting its distribution and communication systems on private property and city streets.

3. Plan sheets of the revisions prepared by the Company.

Approval of the proposed agreement, estimates and sketch as of this date under the provisions of PPM 30-4 are requested. Additional copies will be submitted when the agreement has been executed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
SEP 19 1958
FOR FILING

U 205 (9)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 18, 1958

5301

Mr. George H. Roberts
Attorney at Law
201 U. S. National Bank Building
Medford, Oregon

Re: State Highway Commission
vs.
The California Oregon Power Company, et al
L-3149 - R-23134
Klamath Falls Bypass Section
The Dalles-California Highway

Dear Mr. Roberts:

This letter will confirm my telephone call of this date during which I informed you that we were agreeable to your proposed stipulation and that we do desire to continue negotiations on this case.

I am enclosing herewith the original and one copy of your stipulation executed by Mr. G. E. Rohde. We are presently checking further on the parcel of property which you believe the Commission should acquire in addition to those presently under condemnation.

This letter will also acknowledge receiving from you, in your letter of September 16, three signed agreements from Copco, including three sets of construction plans and three sets of estimates which breakdown the estimated cost of Copco to relocate their facilities on private property, communication facilities on city streets and ways and distribution facilities on city streets and ways.

As mentioned to you on the phone, we have forwarded a copy of this agreement and the estimates to the Bureau of Public Roads for their approval so that, we can, upon their approval, request you to commence the relocation.

Very truly yours,

FRANK C. McKINNEY
Chief, Office Section

RECEIVED
SEP 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:RN
ENCL.
cc: Mr. L. I. Lindas
Mr. Tom Edwards
Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

FORM E-123-X 25M

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
SEP 16 1958
FOR FILING

U-205(1)

5301

c

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTE:
W. C. WILLIAMS

September 15, 1958

Senator Harry D. Boivin
Melhase Building
Klamath Falls, Oregon

Re: Relocation of Public Utilities
West Side Bypass-Klamath Falls Section
The Dalles-California Highway

Dear Senator Boivin:

In compliance with our telephone conversation of this date, I am enclosing herewith for your file and information copies of the last rough draft agreement which we have forwarded to Mr. George Roberts, Attorney for Copco, for their final suggestions and approval.

As mentioned on the phone, this is the third draft we have submitted to Copco and they, in turn, have submitted two rough drafts to us. Unless Mr. Roberts changes some of his previous requests, I sincerely believe that this enclosed rough draft should cover all of our differences and bring about the conclusions of the agreements.

As mentioned to you, I have forwarded copies of this same draft to Mr. Francis F. Hill, who represents the Oregon Water Corporation, and Mr. Frank McColloch, who represents California-Pacific Utilities Company.

Very truly yours,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.
cc: Mr. L. I. Lindas
Mr. W. C. Williams ✓

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 2-58

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 16 1958
FOR FILING

September 12, 1958

Roberts, Kellington & Branchfield
Attorneys at Law
U. S. National Bank Building
Medford, Oregon

Attention: Mr. George M. Roberts

Re: Copco Power Line Adjustments
Klamath Falls Section
The Dalles-California Highway

Dear Sir:

I have for reply your letters of August 28 and September 4. We have gone over your proposed draft and have now drawn a final draft, of which I am enclosing four copies, and sincerely hope that the same will meet with your approval. It is substantially the same as yours except we have changed the paragraph requiring us to reimburse Copco in ten days from the date of their monthly bill. It is impossible for us to guarantee that all bills will be paid in ten days after receiving the same since many times our revolving fund, on which we draw payments to contractors and others, becomes depleted and we have to wait a few days or so to have it restored. We will, however, process the monthly payments as rapidly as possible through the usual channel.

We have also rewritten paragraph 7. I believe we both have the same thought in mind with respect to the transfer of the easements Copco has on private property to highway property and the subsequent liability for future relocations of the same, but your proposed language seemed a little vague to me and we, therefore, tried to clarify it.

We also added a sentence which separates the question of private easements from the condemnation as I believe our future negotiations on the condemnation will take care of any easements you might need to retain on the properties involved. Also, we provided that if we do take over any of your private easements, where we have acquired or are going to acquire the fee, that Copco will release its easements to us in exchange for our easements to them. This is our usual procedure when granting utility easements in a right of way in exchange for private easements which are taken for construction.

If my information is correct Copco only has two or three small private easements in the area and according to Copco's plans these may not

NOTED
FORREST COOPER

be disturbed, so, I believe we have made ample provisions for them.

As mentioned in my letter of August 25 we will need at least three extra sets of Copco's plans so that we can attach them as exhibits to the agreement and also we need, just as soon as possible, Copco's estimate on the cost of relocating the facilities on private property and the cost of relocating those on public property of the City. We must obtain this breakdown for the Bureau and obtain their approval before we can request Copco to proceed.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMc:RN
ENCL.
cc: Mr. Tom Edwards
Mr. Forrest Cooper ✓

RECEIVED
SEP 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
SEP 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

U-285(9)

58-1 —

Sept. 12, 1958

Rogers Const. Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5301, awarded Aug. 29, 1958, for grading and paving on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

Forrest Cooper

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U-205(9)

5301

September 11, 1958

Southern Pacific Company
Pacific Building
Portland, Oregon

Re: Contract No. 5301, Klamath Falls Section
of The Dalles-California Highway
Rogers Construction Co., Contractor

Gentlemen:

The State of Oregon has entered into the above designated contract with Rogers Construction Company and enclosed is an original and a duplicate copy of The Fidelity and Casualty Company of New York Policy No. MCS-25263, provided by the Rogers Construction Company and issued in favor of Southern Pacific Company as required by the terms of the abovementioned contract. We have retained one copy of your policy for our file and refer your copies on to you for your approval. We have reviewed the coverages furnished by this contractor, and it appears to us that the insurance requirements specified in the above captioned contract have been complied with.

Please let us know whether or not the enclosed insurance coverage meets with your approval.

Very truly yours,

L. I. LINDAS
Chief Counsel

MC:br
cc: Forrest Cooper ✓
McGovern-Carroll Company

Copy to Glaisyer

RECEIVED
SEP 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP 11 1958
FOR FILING

11-205 (1)

5301

September 9, 1958

MISC. CONTRACTS and
AGREEMENTS No. 3008

Mr. Donald A.W. Piper,
Recorder, Pro tem
City Hall
Klamath Falls, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Klamath Falls covering the construction of the Klamath Falls By-Pass Section of The Dalles-California Highway as a throughway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

P.S. A fully executed copy of the above agreement has been retained in this Office for the Commission's files.

FORM E30—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1958

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Herewith is an original and copy of an agreement executed by the City of Klamath Falls covering the construction of the Klamath Falls By-Pass Section of The Dalles-California Highway as a throughway. The agreement was considered and approved at a recent meeting of the city council attended by Mr. McKinney of this office.

It was signed in the form prepared by this office in accordance with information furnished by County and City Relations with the exception of the insertion in Paragraph 3 under THINGS TO BE DONE BY CITY. Since this insertion seems to otherwise fit the tenor of the agreement no objections can be raised.

Of minor consideration, it should be pointed out that under Paragraph 12, (z) of THINGS TO BE DONE BY STATE Gobi is to be closed. This street is shown on the exhibit at Gibb Street. I am informed that Gobi Street is correct and the exhibit should be so corrected. Also the city calls attention that the agreement at Paragraph 12, (bb) on page four refers to Verlings Street whereas the exhibit refers to Uerlings. The correct name of the street should be determined and appropriate correction made.

This is transmitted to you so that the matter can be presented to the commission at its next meeting for execution.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:bk
Attach.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 28, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids were received 7-10 for Construction.
Lloyd Query
Ass't Secretary

Rogers Constr. Co. was low bidder

RECEIVED
SEP 8 - 1958
FOR FILING

[illegible]
5301

August 29, 1958

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, accepted your proposal for grading and paving on the Klamath Falls Section of The Dalles-California Highway in Klamath County for the sum of $683,156, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5301.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

BY
Floyd Query, Assistant Secretary

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 29, 1958

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading and paving Klamath Falls Section of The Dalles-California Highway in Klamath County for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
SEP 3 1958
FOR FILING

File
Project

5301

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-33.4

August 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U-205(9) the Klamath Falls Section of The Dalles-California Highway, we hereby concur as of this date in award of contract No. 5301 to the Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $683,158.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
SEP 2 - 1958
FOR FILING

U-205(9)

5301

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Klamath Falls Section of The Dalles-California Highway in Klamath County, Project U-205(9), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $683,158.00 submitted on July 10, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

FORM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U-205

5231

August 25, 1958

Roberts, Kellington & Branchfield
Attorneys at Law
U.S. National Bank Building
Medford, Oregon

Attention: Mr. George M. Roberts

Re: Copco Power Line Adjustments
Klamath Falls Section
The Dalles-California Highway

Dear Sir:

I have for reply your letter of August 19 which enclosed your draft of a proposed agreement between the State Highway Commission and Copco. We have gone over your draft and while it is generally acceptable we have redrawn the same in order to comply with what we believe to be our previous oral understanding and to keep the same in conformance with PPM 30-4, a copy of which is enclosed, so that in the event the State is required to pay for the relocation on the public city streets and ways of Klamath Falls we can obtain partial reimbursement from the Bureau of Public Roads.

I am sure you understand that unless we do follow the procedure required by the Bureau for relocating utilities that the Bureau, in the event the State is required to pay, would not honor our request to participate in the project and, thereby, the State would have to pay the entire sum from State Highway funds. Such a failure to follow the PPM 30-4 would not only unnecessarily deplete the Highway fund, but, in addition, would deny the State the right to use portions of those funds to match other Federal money that is available. In other words, the State would not only have to pay the amount for the relocation, but, in addition, would loose matching funds which we need in future participation programs with the Bureau. This loss in participating funds, in itself, could well exceed the entire cost of relocating all of the utilities facilities and, would thereby, cost the State double the amount of the relocation. I am sure that not even Copco would desire to see that type of loss suffered by the State, and I am making this explanation so that you will fully understand why it is so necessary for us to follow PPM 30-4 even though a disagreement may exist as to who shall eventually pay the cost of the relocation on public city streets, alleys, and ways in Klamath Falls.

RECEIVED
AUG 25 1958

NOTED
FORREST COOPER

With respect to your statement that it was agreed that the State would, upon receiving Copco's estimate for relocation, immediately pay the sum of the estimate before Copco commenced to move, I am sorry to say that this was not my understanding from Mr. Branchfield. In fact, we are prevented by PPM 30-4 from doing so.

To the best of my memory the only mention that was made, during our conversations, for advanced payments was by the Water Company who stated that, financially, they could not construct the relocation without advance money. Under paragraph 14 of PPM 30-4 the State can reimburse on a monthly progress statement and we are more than willing to do this not only for the Water Company, but likewise for all of the other utilities involved.

Also, in your agreement you refer to reimbursement for your utilities located on private easements. It is my belief that this is unnecessary since, to the best of my knowledge, no disagreement exists on that phase of the relocation. We have always paid for the relocation of utilities located on private property and, in addition, when requested, except for interstate freeways, been willing to grant, in lieu of the private easement we take, a comparable easement area inside of our right of way. As mentioned, since there is no disagreement on our liability to pay for the relocation of such facilities on private property and since the State will be willing to grant comparable easements inside of our right of way for any private easement taken, I do not believe that this should be part of the agreement which, of course, will probably, eventually, be introduced in evidence. I sincerely believe that we should keep the issues on which we can agree outside the scope of any law suit and confine the question to be submitted to the Court to merely whether or not, under the franchises and ordinances granted by the City of Klamath Falls, the City can require the utilities to relocate their utility facilities in public streets or ways to conform to the plans of the State Highway Commission for the construction of the Klamath Falls Bypass.

Mr. McKinney has discussed with me your concern over reimbursement, in the event that the State if required to pay, for items which you feel are proper but which may or may not be permitted under PPM 30-4. I appreciate your suggestion on this matter and fully realize that there could be a serious question on what should be allowed as betterment to Copco's facilities, which sum should be deducted from the relocation costs as well as the amount of salvage value from existing facilities which your Company may wish to replace but which have not become entirely depreciated.

We have, therefore, elaborated on your arbitration agreement paragraphs so that those matters will be fully considered by the arbitrators. As mentioned, I appreciate your suggestion on this point and, like yourself, believe that any dispute on these matters should be arbitrated rather than either side going to the expense of an additional law suit.

I hope that our revised draft will be acceptable under my explanation and that we can conclude our agreements with the utility companies at the earliest possible date since I am sure the Commission desires to award the contract before the end of this month.

The Bureau, of course, is willing to participate now in Copco's cost of relocating whatever utility facilities they have on private property in the City of Klamath Falls and while I understand that we have received an estimate on the cost of your entire relocation we would appreciate it if Copco, at the earliest possible date, could furnish our engineer a breakdown on what part of those estimated costs are brought about by the relocating, in our new right of way, the facilities that are on private easements as distinquished from relocation costs incurred in moving the facilities that are located in public streets and ways in the City of Klamath Falls.

Also, if we attach Copco's plans as an exhibit to this agreement, it will be necessary for you to obtain for us at least three extra sets of plans so that we can put on the highway centerline stations before they are attached as exhibits. Copco has sent us two copies of their plans but these prints are needed by our engineer and the Bureau of Public Roads.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:RN
cc: Mr. Forrest Cooper ✓
Mr. Tom Edwards

RECEIVED
AUG 2[illegible] 1958
FOR FILING
U-205(9)

5301

K

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 19, 1958
Salem Office

SUBJECT: Removal and Relocation of
Utilities-West Side Bypass
Klamath Falls-The Dalles-
California Highway

To: Mr. Tom Edwards
Construction Engineer
Office

I have this date received a letter from the District Plant Engineer of The Pacific Telephone and Telegraph Company, a copy of which is attached hereto, confirming in writing that The Pacific Telephone and Telegraph Company will relocate their facilities in public ways on the above project without reimbursement from State, except for such facilities that are on private property.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:RN
ENCL.
cc: Mr. Forrest Cooper - with copy of letter
Mr. L. I. Lindas - " " " "
Mr. J. W. DeSouza - " " " "

NOTED
FORREST COOPER

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

noted [illegible]

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

RECEIVED
AUG 1 9 1958
LEGAL DEPT.

Eugene, August 15, 1958

State Highway Department
State of Oregon
Salem, Oregon

ATTENTION: Mr. Frank C. McKinney
Chief, Office Section

Dear Sir:

In reply to your letter dated August 8, 1958, regarding moving of Telephone Company facilities in connection with the Klamath Falls By-pass Section of The Dalles-California Highway, this is to advise that this Company will move our facilities at our expense where we are located on public therough-fares, but expect to be reimbursed where we are on private property.

Very truly yours,

C J Quirk
C. J. Quirk
District Plant Engineer

RECEIVED
FOR FILING

cc: W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

U-2[illegible])

5301

C O P Y

August 15, 1958

State of Oregon
State Highway Department
Salem, Oregon

Re: R-27954 Klamath Falls, West Side By-Pass
Section of the Dalles-California
Highway

Attention: Mr. J. [illegible]. Conde, Asst. Counsel

Gentlemen:

We are in receipt of your letter of August 7th forwarded as "certified mail" with regard to the following parcel of land available for additional right-of-way for West Side By-Pass Section of the Dalles-California Highway, Klamath Falls:

A parcel of land lying in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 20, Township 38 South, Range 9 East, Willamette Meridian, Klamath County, Oregon, and being a portion of that property described in that deed to Alice Smith, recorded in Book 262, Page 568 of Klamath County Records of Deeds, the said parcel being that portion of said property lying easterly of a line which is parallel to and 90 feet westerly of the center line of the Dalles-California Highway as said Highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 35/00, said Station being 208 feet North and 251 feet East of the Southwest corner of said Section 20; thence South 8° 53' West, 500 feet to Station 40/00, said center line crossing the North and South lines of said property approximately at Stations 37/00 and 38/00, respectively.

Except that portion previously conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book [illegible], Page 75, Klamath County Deed Records.

The bearings used herein are based upon the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.05 acre.

We wish to inform you that we are not in a position to accept your offer of $300.00 for this parcel of land. Our prime interest is in obtaining all the raw materials available in this area which we may be able to use in the manufacture of our clay products plus the cinder sand in this location which has a current market value of $1.00 per yard. May we say for the record that there is no more of this material available close to our plant. Therefore, if you can arrange to remove the entire deposit of these materials plus the cinder sand left on the adjoining piece of property and an equal amount we have dug all ready, and stockpile them for us, we will give you the right-of-way at no charge. We certainly do not feel that such a request is in anyway unfair.

COPY

In our past transactions with the Oregon State Highway Commission for land adjoining the above described, we believe we were taken unfair advantage of. We made a proposal on this parcel some three months before the cut was made thru the hill that if the Commission would remove all the hardpan and stockpile it for us there would be no charge for the right-of-way. After they accomplished considerable exploratory work and the cut had been made thru the hill they accepted our proposal since there was only a limited amount of this hardpan material left to be removed. However, there was a large quantity of cinder sand which we were unaware of at the time we made this proposal, we of course assumed that the entire deposit was hardpan. It was then necessary since we did not make any stipulation pertaining to any other materials (altho the Oregon State Highway Commission knew exactly what was in this deposit) for us to remove the cinder sand at our expense. We would have eventually been back in the cinder sand deposit and could have removed it at our convenience.

Do you think it is right for the Oregon State Highway Commission after we had given them the right-of-way for a token charge of $1.00 to let us stand the cost of digging the cinder sand since they would have had to have stood the expense of removing it from the right-of-way. It has always been a policy of ours to try and be fair and just, but we have certainly been disappointed in the way we were treated in this instance.

By way of information it is much better for our material to remain intact in the bank using it only as required since we grind and screen all of it, and it is necessary that it be kept as dry as possible. Our experience has been that where you stockpile material the moisture penetration is much greater than when the material has been left in the bank.

After your investigation of the facts presented herein will you be kind enough to forward us a letter giving us your views of this situation.

Thanking you, we are

COPY

Yours very truly,

KLAMATH FALLS BRICK & TILE COMPANY

By
Wendell A Smith

KLAMATH FALLS BRICK & TILE COMPANY
MANUFACTURERS OF COMMON BRICK, FACE BRICK, BUILDING TILE, DRAIN TILE
P. O. BOX 573 DIAL 5419
KLAMATH FALLS, OREGON

State Highway Engineer
Salem, Oregon

August 15, 1958

COPY

State of Oregon
State Highway Department
Salem, Oregon

Re: R-27956 Klamath Falls, West Side By-Pass
Section of The Dalles-California
Highway

Attention: Mr. G. S. Rohde, Asst. Counsel

Gentlemen:

Please refer to your letter of August 7th, 1958 with regard to the following parcel of land available for additional right-of-way for West Side By-Pass Section of The Dalles-California Highway, Klamath Falls:

NOTE
W. C. WILLIA

A parcel of land lying in Lot 3, Block 5, North Klamath Falls Addition to the City of Klamath Falls, situated in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 29, Township 38 South, Range 9 East, Willamette Meridian, Klamath County, Oregon, the said parcel being described as follows: etc., etc.

If you will kindly refer to our letter to you written this date covering another parcel of land lying in the Southwest quarter, etc., etc., the stipulations and conditions treated therein are applicable to the property above described, also.

We would be pleased to hear from you further with regard to this property.

Thanking you, we are

Yours very truly,

KLAMATH FALLS BRICK & TILE COMPANY

By
Wendell A Smith

KLAMATH FALLS BRICK & TILE COMPANY
MANUFACTURERS OF COMMON BRICK, FACE BRICK, BUILDING TILE, DRAIN TILE
P. O. BOX 573 DIAL 5419
KLAMATH FALLS, OREGON

cc: W. C. Williams
State Highway Engineer
Salem, Oregon

COPY

August 15, 1958

State of Oregon
State Highway Department
Salem, Oregon

Re: R-27956 Klamath Falls, West Side By-Pass
Section of The Dalles-California
Highway

Attention: Mr. G. E. Rohde, Asst. Counsel

Gentlemen:

Please refer to your letter of August 7th, 1958 with regard to the following parcel of land available for additional right-of-way for West Side By-Pass Section of The Dalles-California Highway, Klamath Falls:

NOTE
W. C. WILLIA

A parcel of land lying in Lot 3, Block 5, North Klamath Falls Addition to the City of Klamath Falls, situated in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 25, Township 38 South, Range 9 East, Willamette Meridian, Klamath County, Oregon, the said parcel being described as follows: Etc., etc.

If you will kindly refer to our letter to you written this date covering another parcel of land lying in the Southwest quarter, etc., etc., the stipulations and conditions treated therein are applicable to the property above described, also.

We would be pleased to hear from you further with regard to this property.

Thanking you, we are

Yours very truly,

KLAMATH FALLS BRICK & TILE COMPANY

By
Wendell A Smith

FORM E-123-X 25M-4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 22 1958
FOR FILING

July 21, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Gentlemen:

Reference is made to my letter to you of July 15, relative to the adjustment of some of your facilities on the above titled project, in which it was stated that your final billing should be sent to Mr. Reid Meritt. This was an inadvertence as there should be no billing for the work.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL [illegible] 1958
FOR FILING
U-205 (9)
5301

July 21, 1958

Oregon Water Corporation
P.O. Box 229
Klamath Falls, Oregon

Attention: Mr. Glenn D. Bowen, Vice President

Re: Oregon Water Corporation
Water Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Dear Mr. Bowen:

Receipt is acknowledged of your letter of the 16th with reference to changes in your pipe lines on the above titled project, a copy of which was sent to Mr. Reid Meritt, Resident Engineer.

It is noted that through inadvertence my letter to you of July 15 stated that your final billing should be sent to Mr. Meritt. This was in error as there should be no billing for the work.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:HN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL [illegible] 1958
FOR FILING

U-205(9)

July 21, 1958

Roberts, Kellington & Branchfield
Attorneys at Law
U. S. National Bank Building
Medford, Oregon

Attention: Mr. Edward Branchfield

Re: The California Oregon Power Company
Power Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Dear Mr. Branchfield:

Receipt is acknowledged of your letter of July 18 relative to power line adjustments on the above titled project.

I neglected to state to you that the changes mentioned are not on city streets under franchises which you may hold so that the work should be considered entirely separate from any declaratory judgment or other proceedings.

The only change requested in my letter of the 15th for which you will not be compensated is the line crossing the new highway near Station 5+30 which is on a public road outside the city limits.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

RECEIVED
JUL 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 12,800 4-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1958
FOR FILING

U-20 5(9)

53-1

July 15, 1958

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments involve work at the following locations:

A line crossing the new highway near Station 5+30 must be adjusted. The existing line is on a public road.

Anchors and guys for a transmission tower on the northeasterly side of the new highway near Station 7+50 must be adjusted. This line was constructed on private property by BPA and was later sold to COPCO. The original easements were recorded in Book 250, Page 533; Book 250, Page 149; and Book 250, Page 266. The assignments to COPCO are recorded in Book 316, Page 266; Book 260, Page 316; and Book 266, Page 316.

A line crossing the new highway near Station 14 must be adjusted. This line was built on private property as a service line to the property owner, and no easement was obtained by the company.

A line crossing the new highway near Station 29+40 must be adjusted. This line was constructed on private property without easement.

The end tower of a river crossing span near Station 125 must be relocated. The existing facility is on property owned by COPCO (our Right of Way File No. 23134).

The line crossing the highway near Station 5+30 is on a public road so that it will be your obligation to make this change without reimbursement.

All of the other changes are located on private property so it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments of the facilities under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Reid Meritt, P.O. Box 1090, Klamath Falls, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1958
FOR FILING

0-205(9)

July 15, 1958

Oregon Water Corporation
Seventh and Pine Streets
Klamath Falls, Oregon

Re: Oregon Water Corporation
Water Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustments involve a line which will be hit by the highway cut slope on the southwesterly side of the highway near Station 5+30 and must be relocated. A line which crosses the highway near Station 8+40 must be lowered. Both of these are on existing public roads located outside of the City of Klamath Falls so that it will be your obligation to make the necessary changes without reimbursement.

Further details of the work may be secured from Mr. Reid Meritt, P.O. Box 1090, Klamath Falls, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

MAILED

RECEIVED
JUL 18 1958
FOR FILING

11-205(9)

5301

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 15, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Klamath Falls Section
The Dalles-California Highway
Klamath County

Gentlemen:

Bids on the above titled project were received on July 10, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

These adjustments involve contacts on power poles near Station 5+30 and to a telephone line which crosses the new highway near Station 19+50. Both of the existing lines are on public roads outside of the city limits of Klamath Falls so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Reid Meritt, Box 1090, Klamath Falls, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. Reid Meritt
Mr. F. W. Farrar

FILED
FORREST COOPER

RECEIVED
JUL 9 - 1958
FOR FILING
10-205(9)

5321

June 30, 1958

Mr. A. W. Hilborn, Supt.
Southern Pacific Company
Dunsmuir, California

Dear Sir:

We are mailing, under separate cover, a copy of the Special Provisions and plans covering grading and paving work on the Klamath Falls Section of The Dalles-California Highway in Klamath County, bids for which are to be received in Salem on July 10, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for embankments at the northerly end of the proposed overcrossing structure at Station 17465.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractors operations; also the contractor shall furnish protective and liability insurance of the kinds and in the amounts indicated on page 11 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. N. Probert
Office Engineer

CC: G. J. Pearson
J. M. DeSousa
Mr. W. H. Jenkins, Chief
Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

JP:lmr

8

RECEIVED
JUL [illegible] - 1958
~~FOR FILING~~

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

U-205(9)
08-35.4
5301

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P.S. and E. documents for Oregon Project U-205(9), Klamath Falls Section of The Dalles-California Highway. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights-of-entry have been acquired and until we are furnished a copy of the agreement between the Southern Pacific Company and the State of Oregon covering the crossing of the railroad at Station 18+.

Please forward the usual copies of an encroachment resolution from the city of Klamath Falls covering the proposed construction and agreements covering utilities adjustments.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING
a-205(9)
5301

June 25th, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Klamath Falls West Side Bypass

In response to Mr. Cowan's request to Mr. Attig 4:40 P.M., June 24th, this is to assure you that the route proposed and approved by this department is that shown on plans submitted to your office; that full grading section is to be constructed to approximately Station 216; that a temporary connection is to be graded to Main Street near the Cebo Motel; and that the interchange is proposed for later construction.

Very truly yours,

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓

RECEIVED
JUN 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1958
FOR FILING
FORM 230—30M—2-57—1476

U-205(9)

5301

R

NOTE:
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1958

SUBJECT: Moving utilities
Klamath Falls By-Pass

To: W. C. Williams
State Highway Engineer

OFFICE

You will recall when the gentlemen from Klamath Falls were here last Friday to confer relative to the moving of utilities required, by reason of the new construction on the Klamath Wayside By-Pass, that it was agreed that a further conference should be held in Klamath Falls involving personnel from the highway department, city and various utilities concerned.

I just received a telephone call from Mr. Perkins, City Attorney, to the effect that the date and hour of this conference, to be held in Klamath Falls, has been set at 1:30 o'clock on the afternoon of Wednesday, June 25th, at the City Hall.

G E Rohde

G. E. ROHDE
Assistant Counsel

GER:br
cc: Forrest Cooper
G. S. Paxson
Tom Edwards
L. I. Lindas

7

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JUN 9 1958
FOR FILING

U-205([illegible])

5301

Salem, Oregon
June 6, 1958

Klamath Falls Bypass

Mr. W. C. Williams

Senator Harry Boivin called me from Klamath Falls Thursday, June 5. He and Mayor Slater want to come up next week and discuss with you the Klamath Falls Bypass. He seemed considerably alarmed as to the delay which is being occasioned by our argument with the utilities as to the cost of moving. I did not make any date but I am to phone him Monday after conference with you.

I will ask Senator Boivin to have Mr. Perkins, the City Attorney of Klamath Falls, accompany them. I have asked Mr. Rohde to work out the details of what we can legally do in connection with this problem and, since it will involve joint action by the City and State, I thought the City Attorney should be present.

I have asked Mr. Edwards to have a map showing the location of the facilities (both of the COPCO and of the water company) that have to be moved and to show on this map the sections of the Bypass which are not interfered with by facilities of the water company and at what points these water company facilities could be filled over with our embankment without disrupting their service.

G. S. Paxson

GSP:gm

cc Mr. Tom Edwards
Mr. George E. Rohde

FORM E 123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

U-205 (9)

5301

June 3, 1958

The California Oregon Power Company
216 W. Main Street
Medford, Oregon

Preliminary Plans
Klamath Falls (West Side
Bypass Section)

Attention Mr. Ritchie

Gentlemen:

We are sending to you under separate cover a preliminary print of our right of way map (our file 7B-31-8) of the West Side Bypass in Klamath Falls. Our present tentative schedule is to call for bids to be opened on this project on July 29, 1958. A complete plan and profile of the project will be sent to you shortly before that date.

A similar print was sent to your company on May 7, 1958. Information pertaining to the necessary adjustments may be obtained from Mr. Reid Meritt, our resident engineer in Klamath Falls.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

cc Forrest Cooper ✓
Dean Swift
W. Reid Meritt

CHB:je

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FORM B-1[illegible] 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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FOR FILING

June 3, 1958

Oregon Water Corporation
Seventh and Pine Streets
Klamath Falls, Oregon

Preliminary Plans
Klamath Falls (West Side
Bypass) Section

Attention Mr. Glen Bowen

Gentlemen:

We are sending to you under separate cover a preliminary print of our right of way map (our file 7B-31-8) of the West Side Bypass in Klamath Falls. Our present tentative schedule is to call for bids to be opened on this project on July 29, 1958. A complete plan and profile of the project will be sent to you shortly before that date.

A similar print was sent to your company on May 7, 1958. Information pertaining to the necessary adjustments may be obtained from Mr. Reid Meritt, our resident engineer in Klamath Falls.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

cc Forrest Cooper
Dean Swift
W. Reid Meritt

CHB:js

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RECEIVED
MAY 27 1958
~~FOR FILING~~
U-205(9)
5301

Salem, Oregon
May 27, 1958

Utilities - Klamath Falls
Bypass project

Mr. Tom Edwards
Construction Engineer
Department

I write this as a reminder to send maps of the Klamath Falls Bypass project to the parties listed below, on which maps we should indicate the utilities to be moved:

(1) Oregon Water Corporation, c/o Glen Bowen
(re water mains)

(2) The California-Oregon Power Company
Attention Mr. Ritchie (re power lines)

I assume you will also have the necessary steps taken to assure that the telephone lines are properly handled.

Forrest Cooper
Deputy State Highway Engineer

FC:me

RECEIVED
MAY 27 1958
FOR FILING

U-205(9)

5301

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 13, 1958

[illegible]
By Pass

Mr. Henry E. Perkins
City Attorney
City Hall
Klamath Falls

Re: Removal and Relocations of Utilities
on West Side Bypass - Klamath Falls

Dear Mr. Perkins:

Receipt is acknowledged of your letter of May 9 relative to the above titled matter, in reply to my communication to you of April 30. I wish to express to you my appreciation of your approval of the conclusions which were given in that letter.

I agree with you that the question presented is of vital interest to all of the parties concerned and unless the utilities reverse the stand which they have taken, I think the questions of law involved should be decided by a court of last resort.

Two courses of action occur to me, the first of which is that the utilities should move their facilities at their cost under a non-prejudice agreement and that thereafter declaratory judgment proceedings be instituted by the City which will determine the rights of the utilities as to reimbursement. This probably will be the most expeditious procedure and will make possible placing of the project under contract without undue delay.

The other suggested procedure is for the city to pass appropriate ordinances requiring the facilities to move without reimbursement and in the event of the refusal of the facilities so to do to institute appropriate proceedings compelling compliance with the terms of the ordinances. I can see, however, that this method may prevent construction until the matters involved are finally adjudicated.

The Highway Commission does not appear to be in a tenable position to enforce any action by the utilities, but I assure you that my office will lend all the assistance possible in briefing the law on the legal points involved.

We are holding revision of a draft of agreement between the City of Klamath Falls and the Highway Commission regarding the project and the final draft will be based upon the response to this communication. I think that the agreement can properly provide that if it is ultimately held that

NOTED
C. C. PAXSON

it is the responsibility of the public to bear the moving costs, the Highway Commission can then make reimbursement to the City or possibly to the utilities.

Very truly yours,

L. I. LINDAS
Chief Counsel

JWD:mM
cc: Mr. Lawrence E. Slayter, Mayor
City Hall
Klamath Falls, Oregon

Mr. G. S. Paxson ✓
Mr. Forrest Cooper
Mr. C. G. Swenson

RECEIVED
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OFFICE OF
[illegible] ENGINEER

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FOR FILING

U-205 (7)

-5301

Salem, Oregon
May 1, 1958

MISC. CONTRACTS and
AGREEMENTS No. 1958

Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway
Klamath County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a throughway agreement with Klamath County covering the Klamath Falls By-pass Section of the The Dalles-California Highway in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Klamath County.

Secretary

rm
Attach: 1

FORM E30—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1958

SUBJECT: Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway
Klamath County

To: Mr. G. S. Paxson
OFFICE

Attached are thee copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Apr. 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-16-56 Minute Page 46
Secretary

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OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 1 1958
FOR FILING

U-205(9)

5301

May 1, 1958

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of a throughway agreement between the State Highway Commission and Klamath County covering the Klamath Falls By-pass Section of the The Dalles-California Highway in Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

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JUN 25 1958
FOR FILING
U-205(9)
FORM 530—50M—3-57—1476
5301

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1958

436

SUBJECT: Throughway Agreement
Klamath Falls By-Pass Section
The Dalles-California Hwy. No. 4
Klamath County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement as per your request of April 9, 1958.

Two copies of the exhibit map were forwarded to us, one of which we are attaching to our file copy.

R. A. Holland
ROBERT A. HOLLAND
Staff Attorney

RAH:mmb
Attachments
cc: L. I. Lindas

NOTED
G. S. PAXSON

4/11/58
Two approved copies
taken by John Graham.
Pauline

RECEIVED
APR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

P

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APR 2 1958
FOR FILING
U-205 (9)
5301

April 1, 1958

731

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
4[illegible]8 State Highway Building
Salem, Oregon

Attention: Planning Section

Dear Sir:

Reference is made to your letter of March 21, 1958 requesting the submission of a certificate stating that the State has considered the economic effects of the proposed West Side Bypass in Klamath Falls in light of matters presented at the public hearing on October 17, 1957.

On December 12, 1957 a letter was transmitted to you by Mr. C. G. Swenson, Engineer, County and City Relations, which stated that the economic effects had been considered in adopting this location. The selection of the proposed route was based in part upon the results of an economic analysis of three alternate locations for the Klamath Falls Bypass. There are attached three copies of the economic analysis used in this selection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RCB:mp me

Enclosure

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. C. G. Swenson

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 1

The realignment of The Dalles-California Highway through Klamath Falls from a point approximately 0.2 mile north of the Klamath Falls north city limits southerly paralleling Montelious Street, California Avenue, Conger Avenue, Riverside Street, crossing Green Springs Drive approximately 0.3 mile south of the Klamath Falls south city limits, thence southerly over the hill to a point 0.1 mile northeast of the Green Springs Highway junction. This line has access points at Oregon Avenue and Main Street.

The estimated 1953 average daily traffic on this section was 3,400 vehicles. The estimated average daily traffic for the next 30 years is 6,000 vehicles. Approximately 20 percent of the traffic is through traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination some place within the Klamath Falls area. This route would divert some traffic from Main Street, but this gain would soon be offset by additional local movement; therefore, the congestion in the Klamath Falls business district will not be relieved.

This improvement calls for the expenditure of $1,854,000 for right of way and construction of 4.5 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $99,090.

The reduction in distance, elimination of traffic stops, and reduction of congestion results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $268,259 and the time-element savings are $210,316, for a total user savings of $478,575.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project, the road user will receive approximately $4.83 in benefits.

Length of new construction		4.5 miles
Reduction in distance		1.03 miles
Reduction in curvature		237 degrees
Reduction in rise and fall		No change
Estimated cost of construction	$1,854,000	
Estimated annual cost, construction, maintenance, etc.	99,090	
Estimated annual value of benefits to users	478,575	
Dollars of annual benefits for each dollar of annual cost		$4.83

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 2

> The realignment of The Dalles-California Highway through Klamath Falls via Beihn Street, Uerlings Street, paralleling Conger Avenue, Riverside Street, crossing Green SpringsDrive approximately 0.3 mile south of the Klamath Falls south city limits, thence over the hill to a point 0.1 mile northeast of the Green Springs Highway junction. This line is identical to Route 1 except from a point near Second Avenue to the northern terminus. This line has access points at Oregon Avenue and Main Street.

The estimated 1953 average daily traffic on this section was 3,400 vehicles. The estimated average daily traffic for the next 30 years is 6,000 vehicles. Approximately 20 percent of the traffic is through traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination some place within the Klamath Falls Area. This route, as in the case of Route No. 1, would not divert a sufficient amount of traffic from Main Street to relieve the congestion in the business district.

This improvement calls for the expenditure of $1,923,000 for right of way and construction of 4.2 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $102,692.

The reduction in distance, elimination of traffic stops, and reduction of congestion results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $266,441 and the time-element savings are $209,410, for a total user savings of $475,851.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project the road user will receive approximately $4.63 in benefits.

Length of new construction		4.2 miles
Reduction in distance		1.03 miles
Reduction in curvature		332 degrees
Reduction in rise and fall		No change
Estimated cost of construction	$1,923,000	
Estimated annual cost, construction, maintenance, etc.	102,692	
Estimated annual value of benefits to users	475,851	
Dollars of annual benefits for each dollar of annual cost		$4.63

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 3

The realignment of The Dalles-California Highway through Klamath Falls from a point near the extension of Melrose Street paralleling the Southern Pacific Railroad to a point just north of the junction of the Southern Pacific Railroad and the Great Northern Railroad, thence southwesterly across the Southern Pacific Railroad tracks and paralleling the Klamath River to a point just south of the Klamath River bridge. This line has an access point at South Sixth Street.

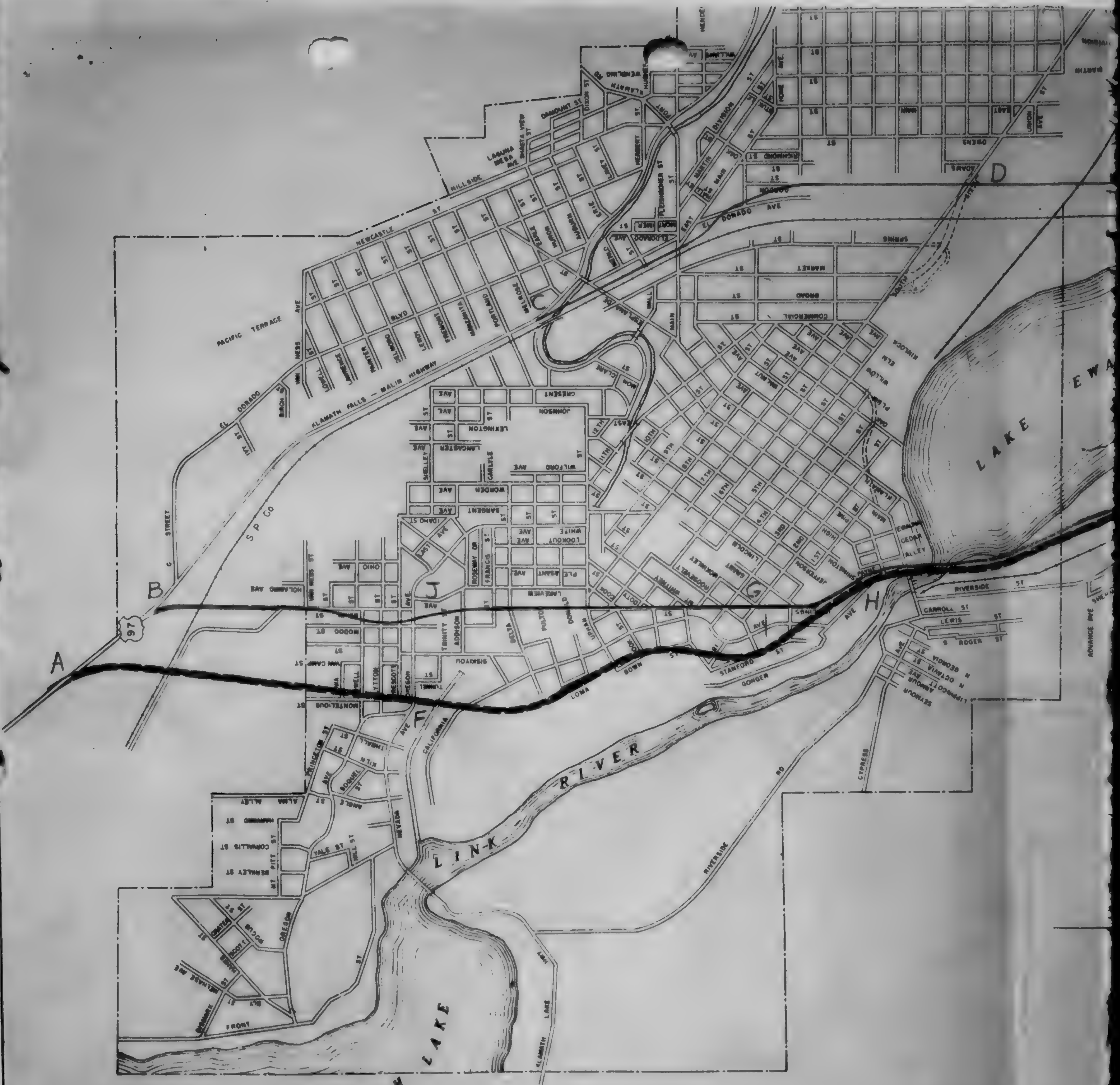
The estimated 1953 average daily traffic for this section was 2,600 vehicles, and the estimated average daily traffic for the next 30 years is 4,500 vehicles. Approximately 27 percent of this traffic is through traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination within the Klamath Falls Area. This route would divert a greater volume from Main Street than either Route No. 1 or Route No. 2, but it would not be a sufficient amount to relieve the congestion in the business district for any length of time. It would, however, be advantageous to truckers as the warehouses are in the vicinity of the Sixth Street crossing.

This improvement calls for the expenditure of $1,682,000 for right of way and construction of 5.1 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $95,586.

The reduction in distance, elimination of traffic stops, and reduction of congestion on this line results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $110,191 and the time-element savings are $149,373, for a total user savings of $259,564.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project the road user will receive approximately $2.72 in benefits.

Length of new construction	5.1 miles	
Reduction in distance	0.33 mile	
Reduction in curvature	455 degrees	
Reduction in rise and fall	400 feet	
Estimated cost of construction	$1,682,000	
Estimated annual value of benefits to users	259,564	
Estimated annual cost, construction, maintenance, etc.	95,586	
Dollars of annual benefits for each dollar of annual cost		$2.72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97
UPPER KLAMATH LAKE
LINK RIVER
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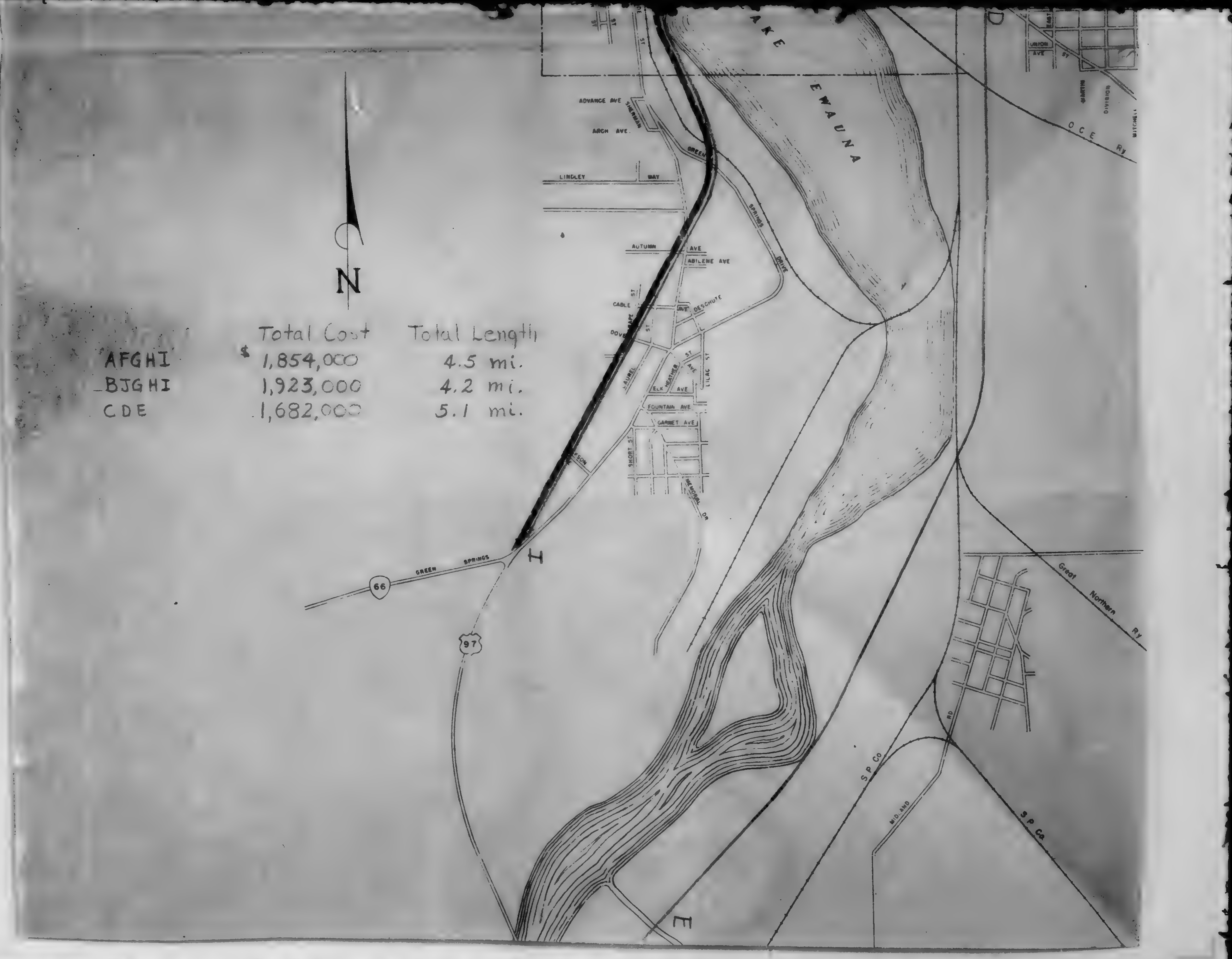
S P Co
EL DORADO
PACIFIC TERRACE AVE
NEWCASTLE ST
HILLSIDE
C STREET
RIVERSIDE ST
CARROLL ST
LEWIS ST
S ROGER ST
RIVERSIDE RD
CYPRESS
KLAMATH LAKE RD
CALIFORNIA
NEVADA
LOMA
BORN
GONGER
STANFORD ST
SISKIYOU
TUNNEL
MONTELIUS ST
MODOC ST
LAKEVIEW
PLEASANT AVE
LOOKOUT AVE
WHITE
SARGENT
WORDEN AVE
WILFORD AVE
LANCASTER
LEXINGTON
JOHNSON
CRESENT
CARLYLE
SHELLEY
IDAHO ST
OHIO
ROSEMARY DR
FRANCIS
ADDISON
TRINITY
OREGON
PRESCOTT
DELTA
FULTON
DONALD
LINMAN
COMMERCIAL
BROAD
MARKET
SPRING
MAIN
WALL
KLAMATH AVE
PINE
HIGH
LINCOLN
JEFFERSON
WASHINGTON
ROOSEVELT
GRANT
MCKINLEY
WHITNEY
CEDAR
ALLEY
EWAUNA
ELM
WILLOW
KINGLOCK
DIVISION
RICHMOND ST
SAVOY
OWENS
UNION AVE
EAST
PORTLAND
MELROSE
FREMONT
MANZANITA
LEROY
DELMONO
PAINTER
LAWRENCE
LOWELL
VAN NESS ST
BIRCH
NEWCASTLE
AUBURN
ERIE
HUDSON
EAGLE
LANEY
HERBERT
FORT
SHASTA VIEW
MESA AVE
LAGUNA
DAMOUNT ST
ELDORADO AVE
EL DORADO AVE
BERKLEY ST
CORVALLIS ST
HARVARD ST
ALMA ALLEY
YALE ST
MT PITT ST
BOQUET
ANGLE
PRINCETON ST
FRONT
BAY
OREGON
FOCUS
SCOTT
CENTER
SEYMOUR
ARMOUR
LIPPINCOTT AVE
N OCTAVIA ST
N GEORGIA ST
ADVANCE AVE
PAYNE
KLAMATH AVE



	Total Cost	Total Length
AFGHI	$ 1,854,000	4.5 mi.
BJGHI	1,923,000	4.2 mi.
CDE	1,682,000	5.1 mi.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08:35

March 21, 1958

PLEASE RETURN TO
FORREST COOPER

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Klamath Falls West Side Bypass (US 97)
U-205( )

Dear Sir:

A public hearing on the subject project was held on October 17, 1957 and this office was later furnished a transcript of the hearing. However, before any construction can be authorized, a certificate should be submitted stating that the State has considered the economic effects of the proposed location in light of the matters presented at the hearing.

Your certificate should include a full statement of your reasons for selecting the proposed routing and the consideration given alternate routes. Details on the economic effects should also be included.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
MAR 24 1958
TRAFFIC ENGINEER

RECEIVED
MAR 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. AL HEAD

RECEIVED
APR 1 1958
FOR FILING

U-205 ([illegible])

I 5301

Salem, Oregon
March 26, 1958

Baker property -
Klamath Falls West Side Bypass,
North connection to The Dalles-
California Highway

Mr. Tom Edwards
Construction Engineer
Department

On March 11, 1958 Walter Wright directed a memorandum to the file (RW 11334 - Baker) which referred to a matter brought up by Senator Boivin in connection with the Baker property at the north end of the Klamath Falls Bypass.

Will you see that anything is done that can reasonably be done to have our design worked out and the right-of-way matter settled as quickly as possible so that we do not have to acquire some expensive improvements.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. R. L. Porter

FORM E-30X—25M—9-55—98209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1958

SUBJECT: File No. 11334 - Baker
Klamath Falls West Side By-pass
North Connection to The Dalles-Calif. Hwy.
Klamath County

To: ~~MEMO TO THE FILE:~~

Senator Harry Boivin from Klamath Falls was in the office, Mon., March 10, inquiring as to the future access to properties in Block 7, 8, and 14, of Opportunity Addition to the City of Klamath Falls. Senator Boivin, by his remarks, inferred that the owner intends to construct a commercial establishment on these properties. Our original right of way acquisition for the Klamath Falls-Malin Highway provided no restriction of access on the northeasterly right of way through this vicinity. In consultation with Lloyd Shaw, we determined that the design of the interchange connecting the north end of the West Side By-pass of Klamath Falls to the existing The Dalles-California Highway has not progressed far enough to make any decisions as to the feasibility of access to the properties under discussion. We advised Senator Boivin that this design had not been completed, nor had any policy been established regarding access in the vicinity of the interchange.

Senator Boivin pressed us very hard for some commitment by which the owner could govern his development of the properties. We asked that we be given a week or ten days to attempt to formulate some more definite answers. Senator Boivin persisted in his desire for some definite understanding, and left with no commitment on our part, but with the definite intent to advise the property owner to proceed with development of such property, with the idea of having access available either by way of "C" Street or "B" Stret.

I would recommend that a design be developed for this interchange, that a policy be established concerning access in the vicinity at a very early date, and that Senator Boivin be advised of these decisions.

Walter T. Wright
WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTW:IH
cc: Forrest Cooper
Tom Edwards
Lloyd Shaw

B4
March 24

NOTED
FORREST COOPER

RECEIVED
MAR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—25M—6-55—98209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1958

SUBJECT: File No. 11334 - Baker
Klamath Falls West Side By-pass
North Connection to The Dalles-Calif. Hwy.
Klamath County

To: MEMO TO THE FILE:

Senator Harry Boivin from Klamath Falls was in the office, Mon., March 10, inquiring as to the future access to properties in Block 7, 8, and 14, of Opportunity Addition to the City of Klamath Falls. Senator Boivin, by his remarks, inferred that the owner intends to construct a commercial establishment on these properties. Our original right of way acquisition for the Klamath Falls-Malin Highway provided no restriction of access on the northeasterly right of way through this vicinity. In consultation with Lloyd Shaw, we determined that the design of the interchange connecting the north end of the West Side By-pass of Klamath Falls to the existing The Dalles-California Highway has not progressed far enough to make any decisions as to the feasibility of access to the properties under discussion. We advised Senator Boivin that this design had not been completed, nor had any policy been established regarding access in the vicinity of the interchange.

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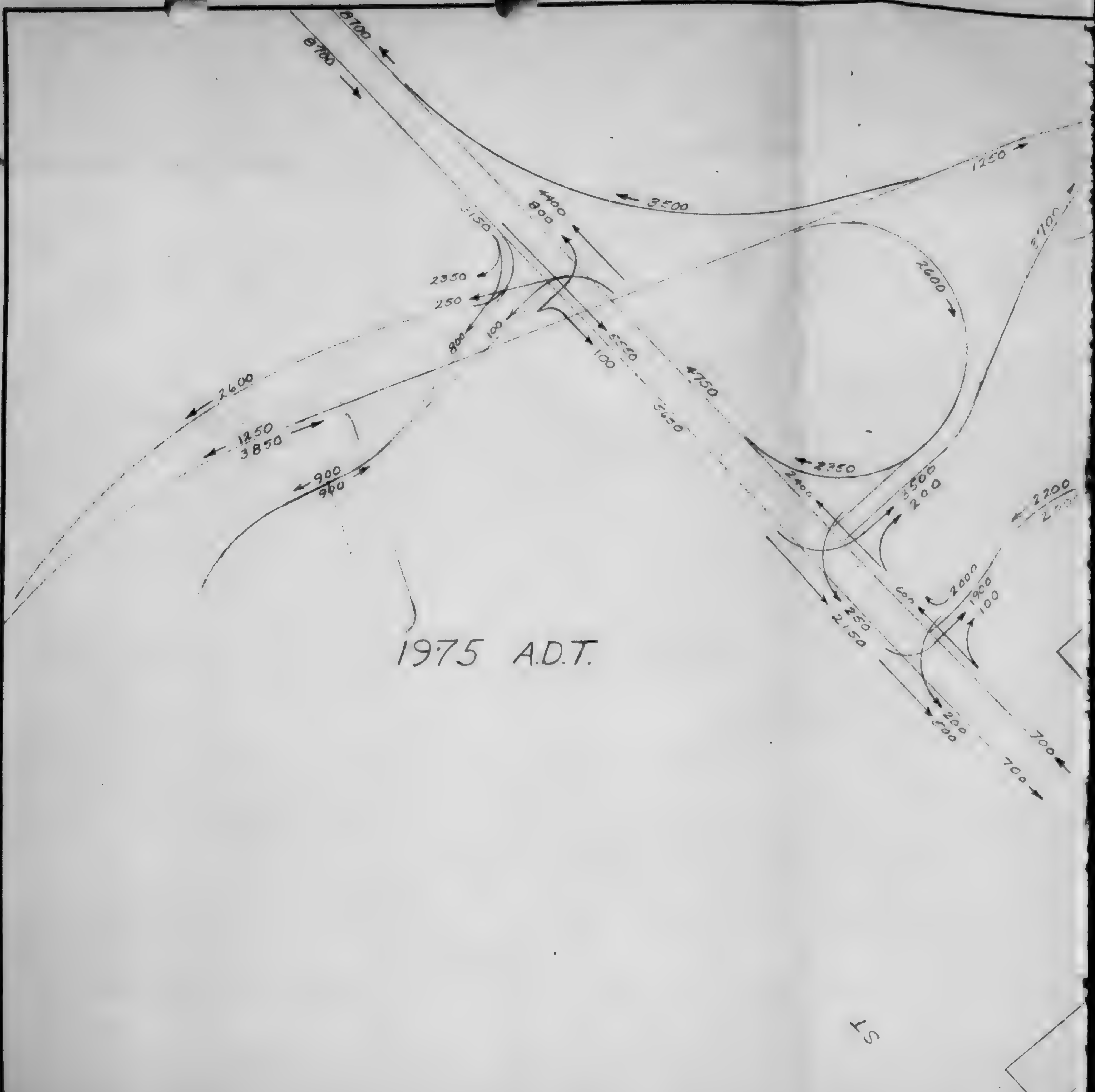
Walter T. Wright
WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTW:IH
cc: Forrest Cooper
Tom Edwards
Lloyd Shaw

BH
March 24

NOTED
FORREST COOPER

RECEIVED
MAR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER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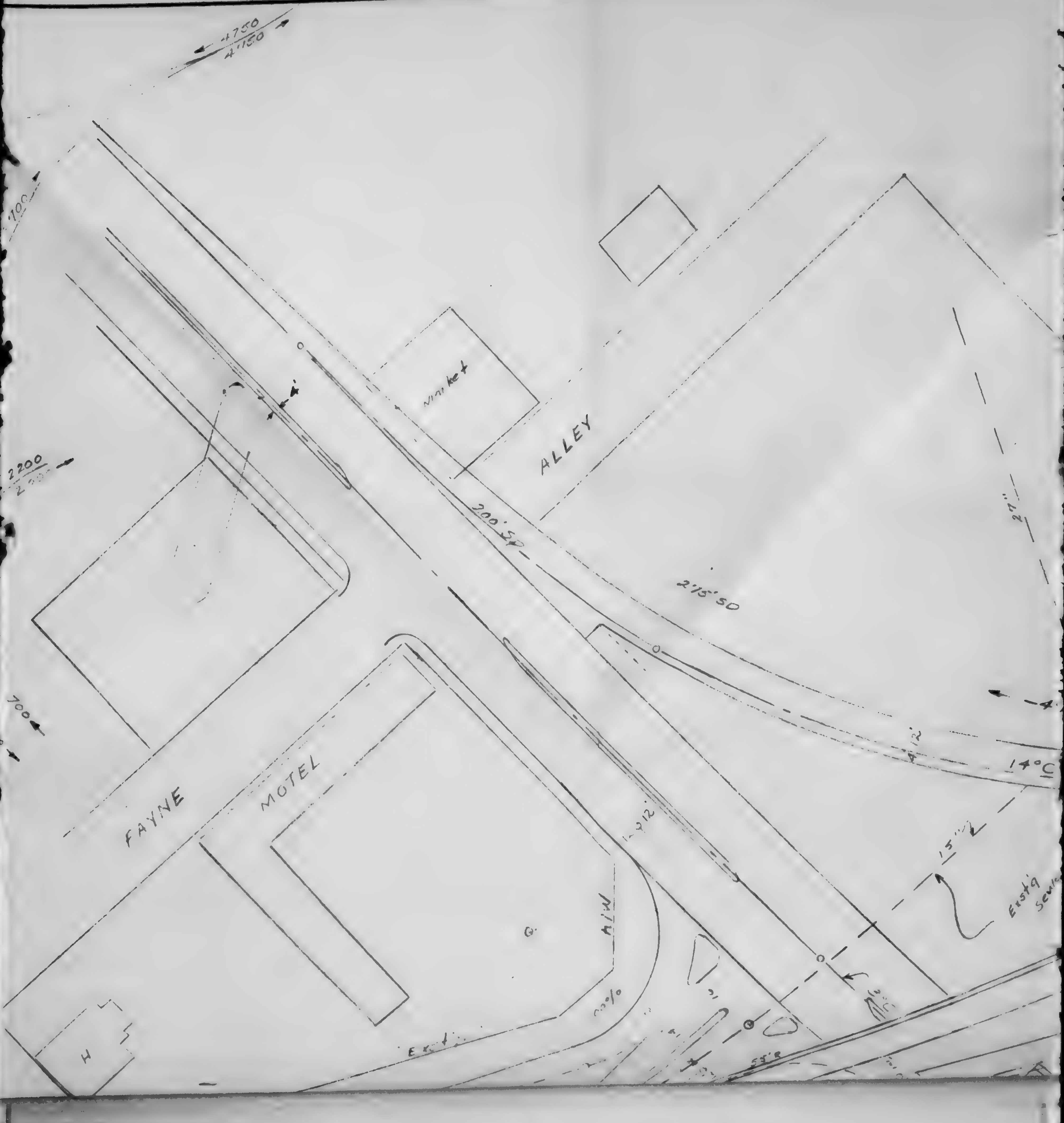
4750
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FAYNE
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M/W
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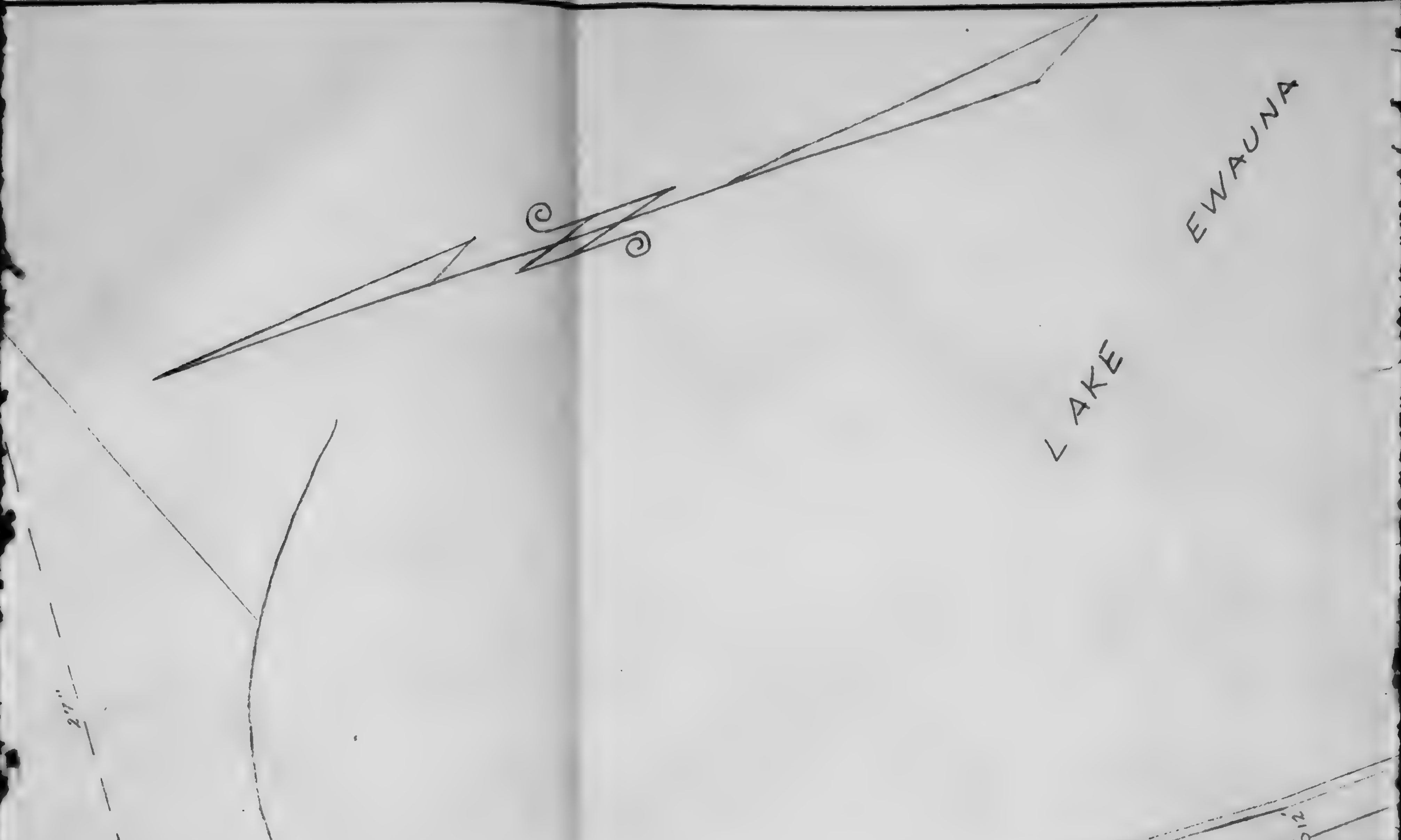
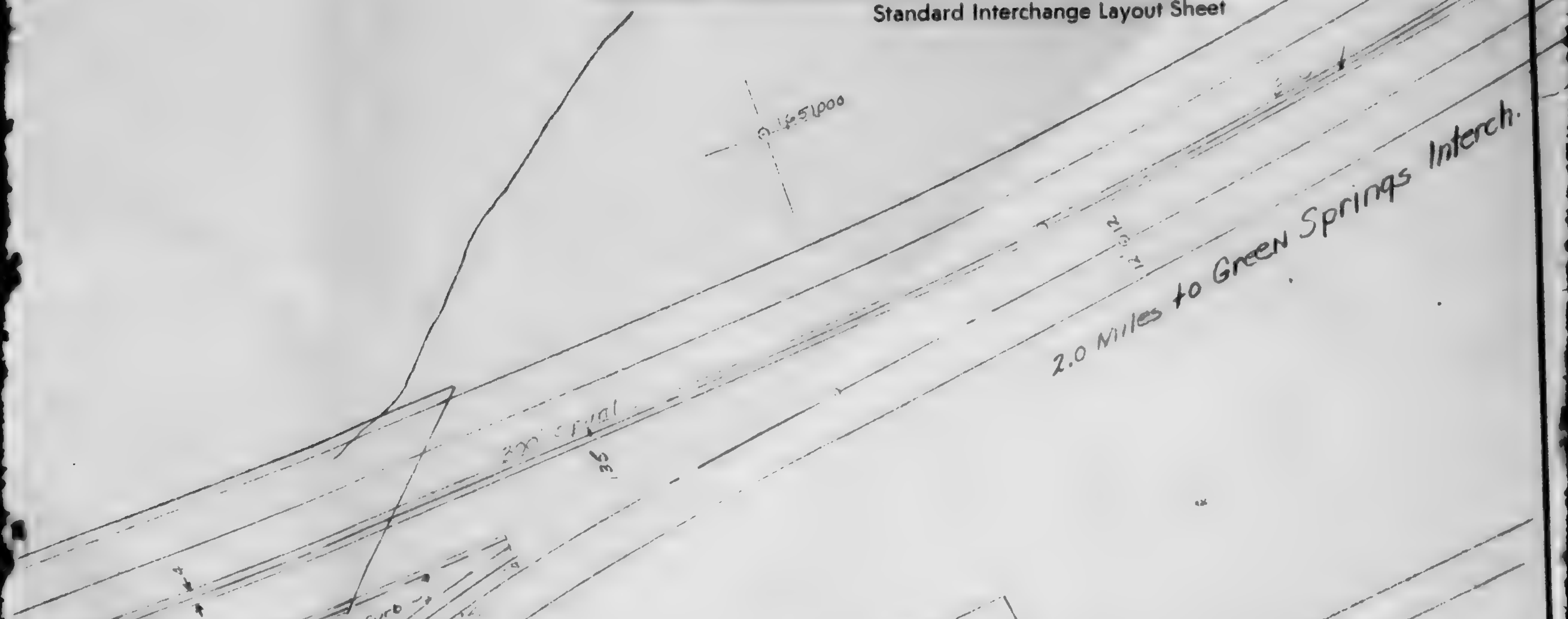
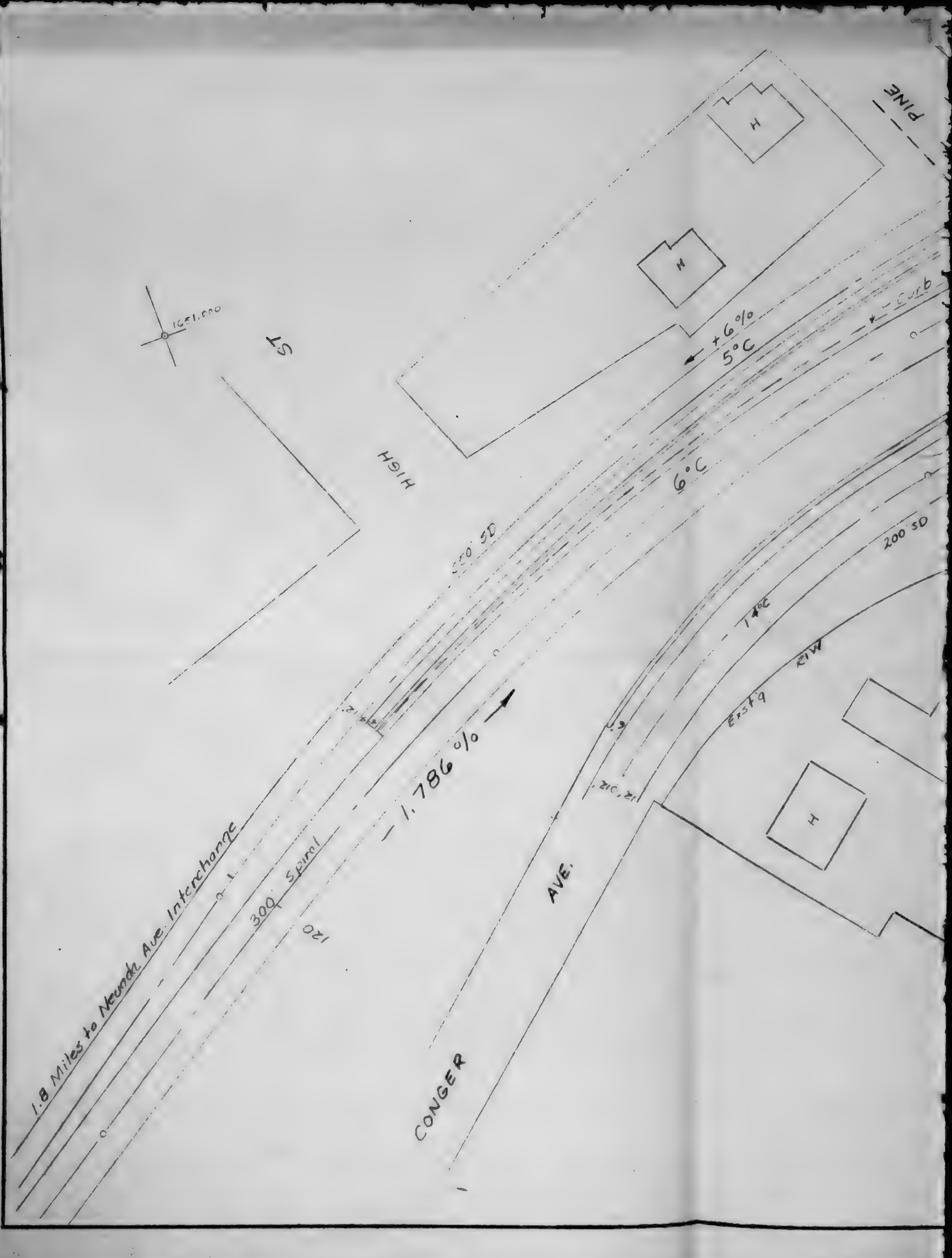

LAKE
EWAUNA
27"
-4%
MH
275' SD
130
200' S.
14°C
2.5R
8'
10'
Exstg sewer
9'
16'
-1.786%
20'
30
1.5R
12'
12'
220' S
130
275 SD
100' S.

WEST SIDE BY-PASS — K. FALLS THE DALLES - CALIFORNIA HWY.				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

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AVE.
CONGER
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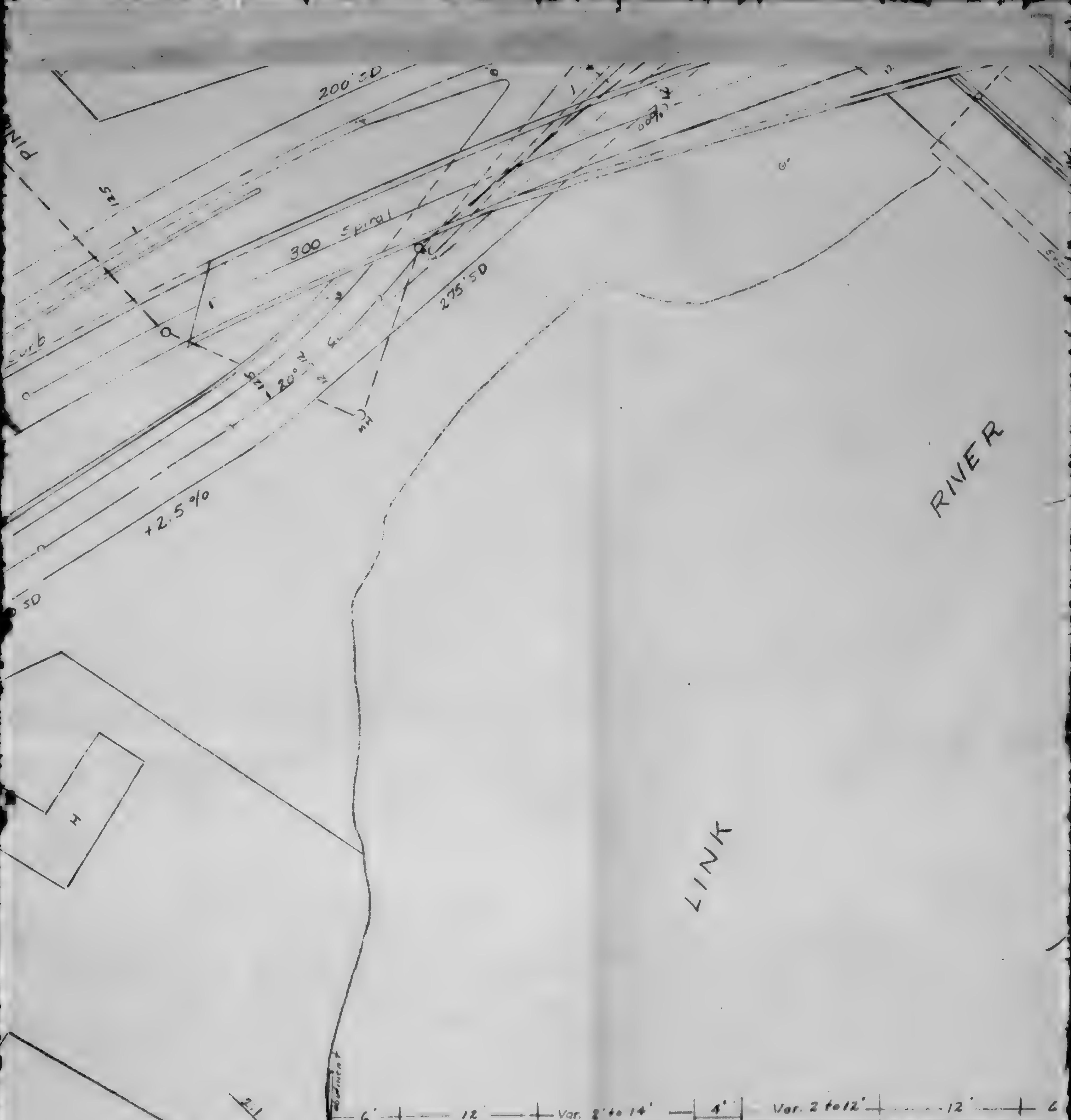
PIN
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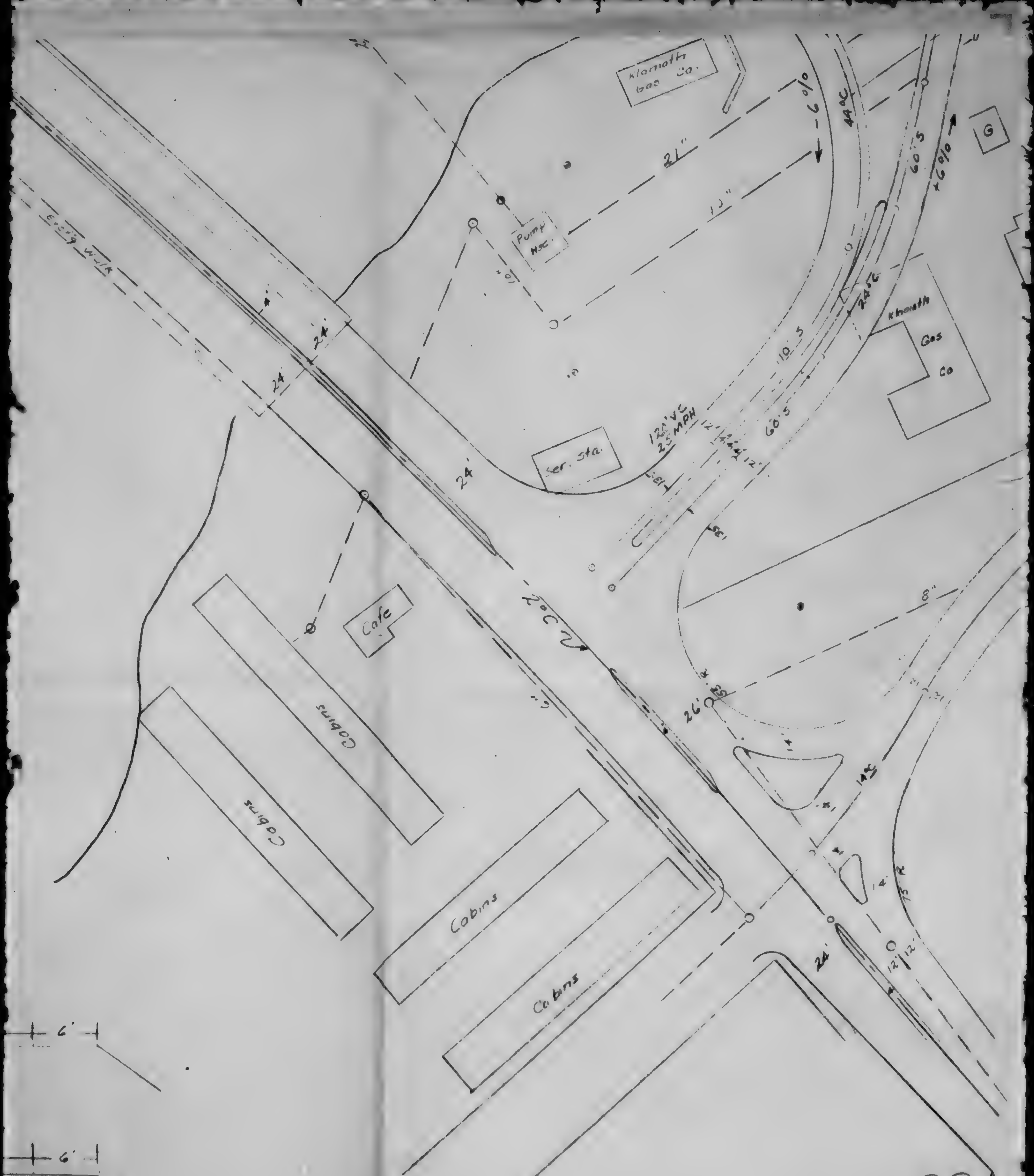
6' — 12 — Var. 2' to 14' — 4' — Var. 2 to 12' — 12' — 6
Typical Section (Conger Ave.)
6' — variable — 12' — 4' — 12' — 12' — 6
Typical Section (Main St.)


Klamath Gas Co.
G
-6%
+6%
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44 C
60.5
Pump Hse.
24 C
Klamath Gas Co
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25 MPH
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Ser. Sta.
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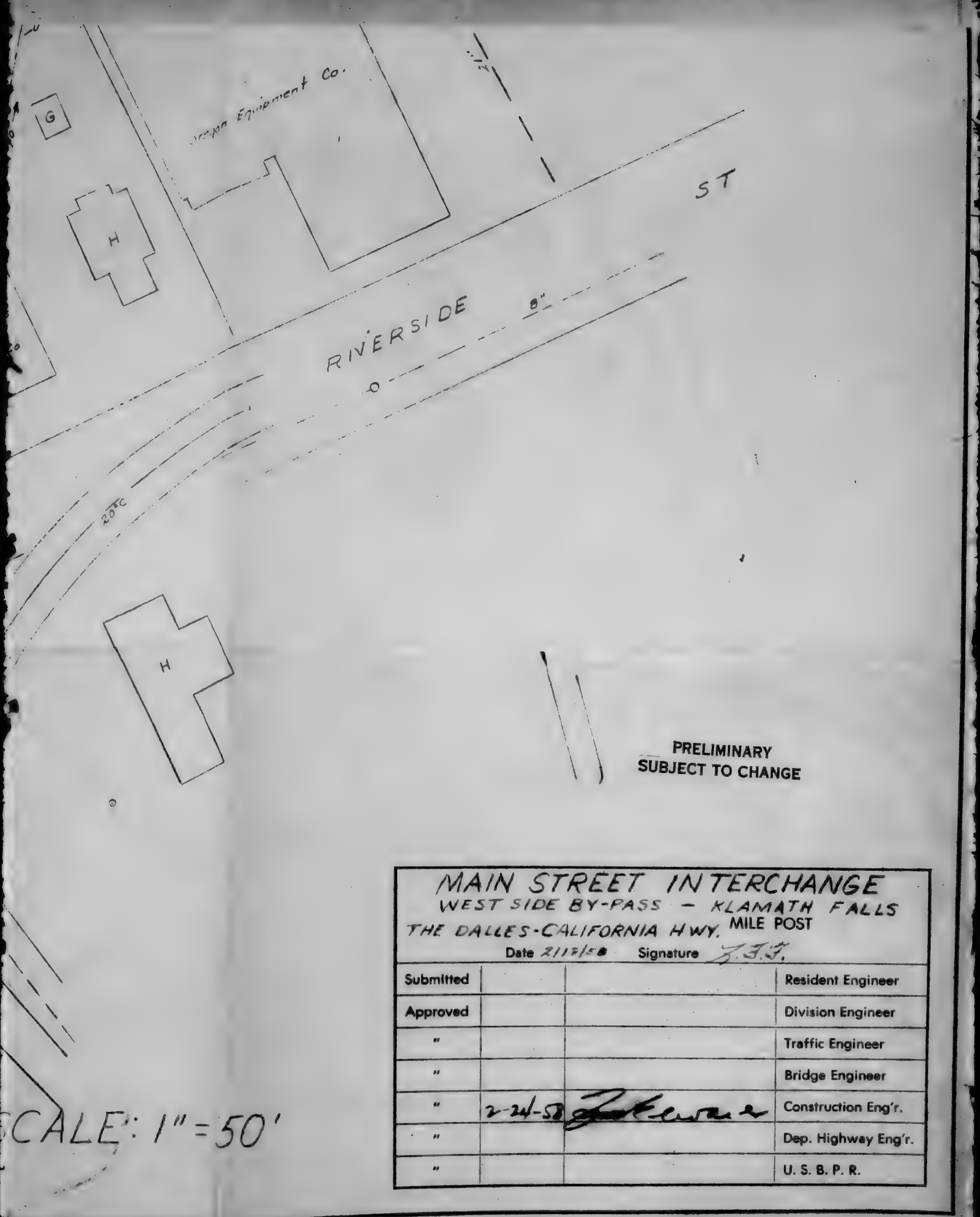


PRELIMINARY
SUBJECT TO CHANGE

MAIN STREET INTERCHANGE
WEST SIDE BY-PASS – KLAMATH FALLS
THE DALLES-CALIFORNIA HWY. MILE POST
Date 2/17/58 Signature Z.J.J.

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"			Bridge Engineer
"	2-24-58		Construction Eng'r.
"			Dep. Highway Eng'r.
"			U. S. B. P. R.

P

RECEIVED
MAR 20 1958
FOR FILING

U-205 (9)

5301

March 20, 1958

John W. Cunningham & Associates
1112 Portland Trust Building
Portland 4, Oregon

Gentlemen:

We attach hereto a print of the Main Street Interchange plan in the city of Klamath Falls. This has tentative approval of all parties concerned and any change in detail will be very minor.

We are enclosing profiles; however, we do not have at this time the original ground data from which we could determine and show on the print the toe of slopes.

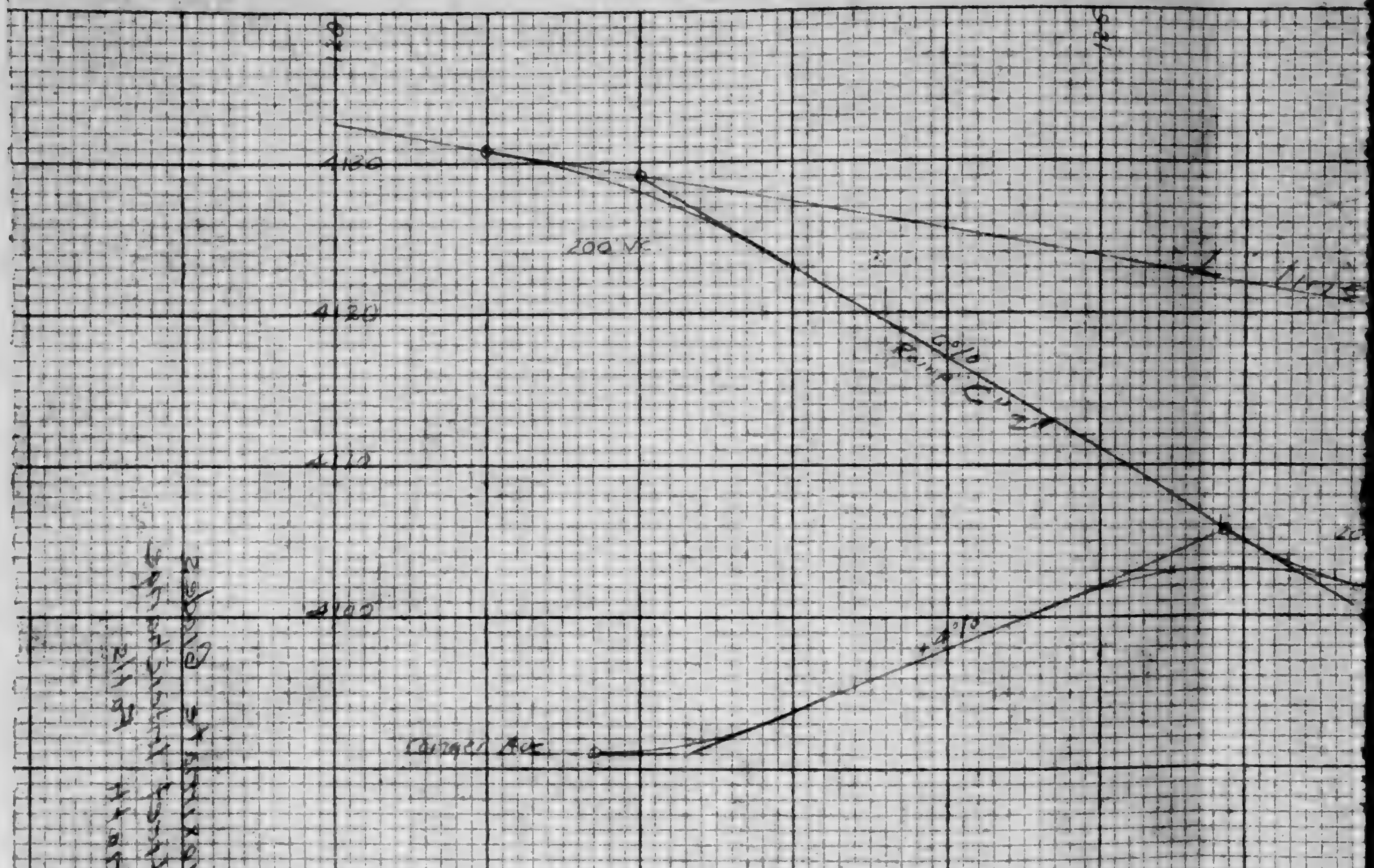
Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards

TE:ar fn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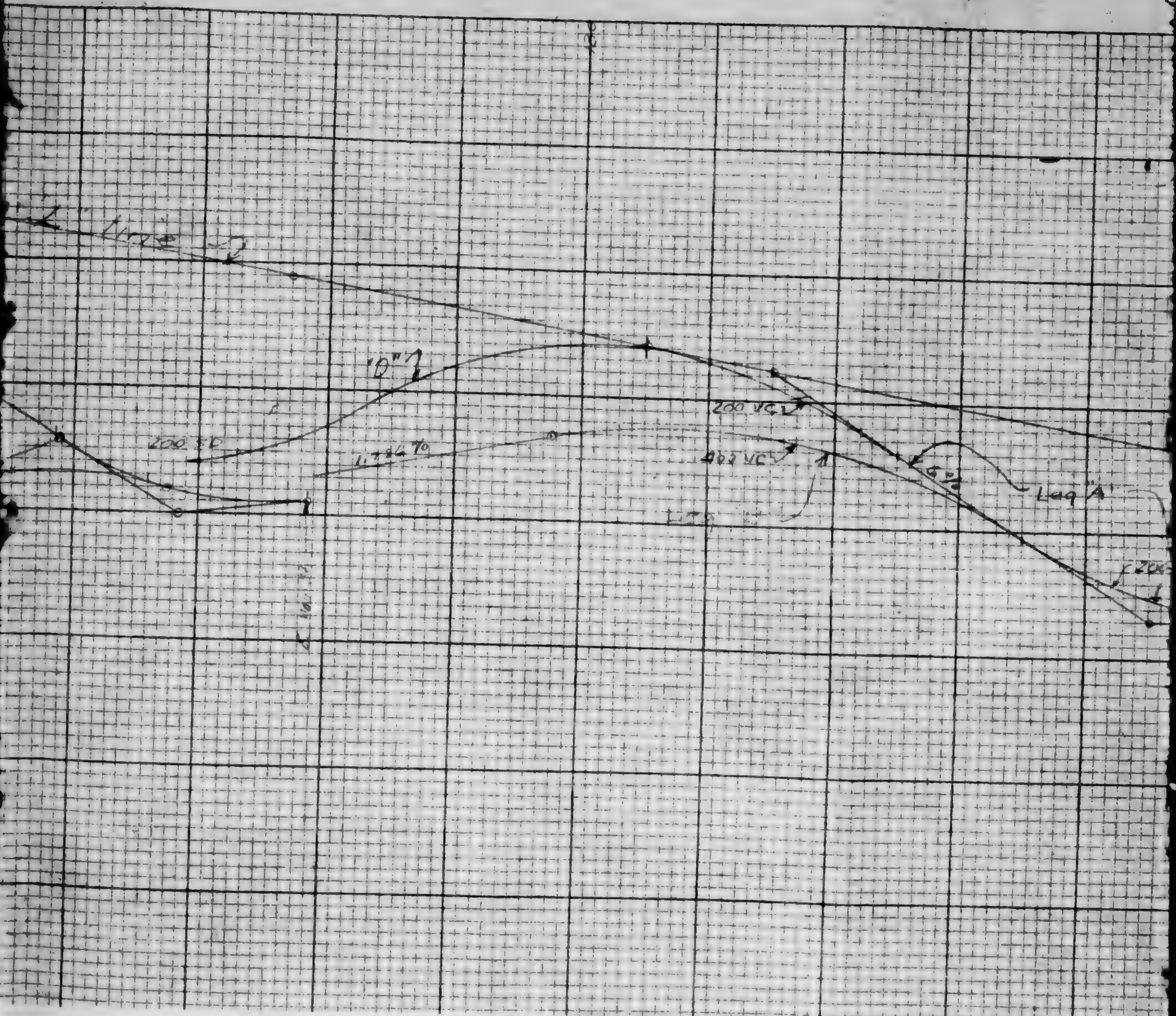
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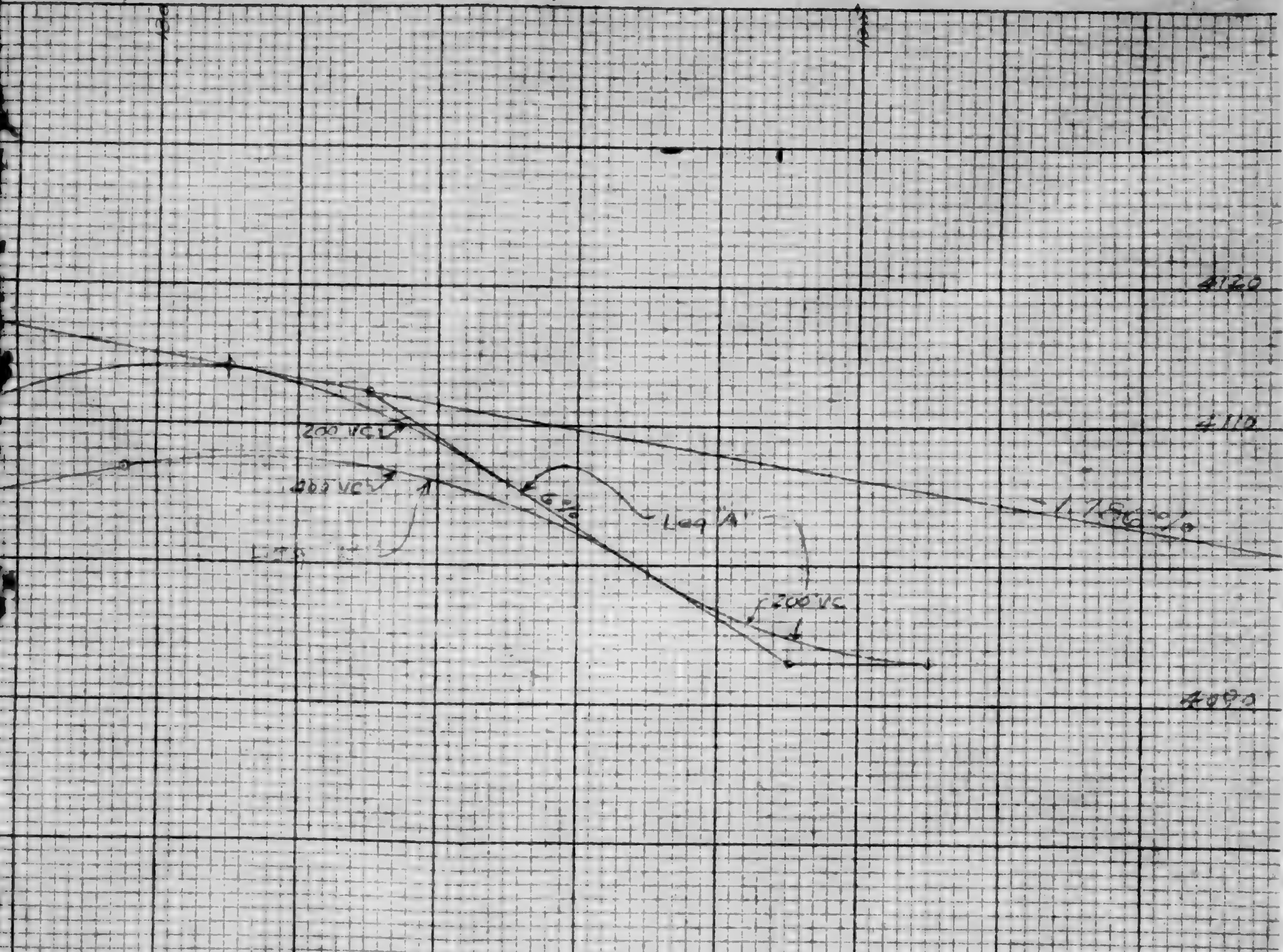
4120
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RECEIVED
MAR 24 1958
FOR FILING

U-205 (1)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1958

SUBJECT: Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway No. 4
City of Klamath Falls

To: Mr. G. S. Paxson
OFFICE

Attached is a draft of an agreement covering the subject named project. The draft has been approved by Tom Edwards and is now ready for transmittal to the Legal Division for preparation of the agreement.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

NOTED
G. S. PAXSON

RECEIVED
MAR 21 1958
FOR FILING

U-205(9)

5301

R

Salem, Oregon
March 20, 1958

Throughway Agreement
Klamath Falls By-pass Section
The Dalles-California Highway No. 4
City of Klamath Falls

Spec.

Mr. Leonard I. Lindas
OFFICE

Attached is a suggested draft together with a map exhibit for your use in preparing the subject named agreement.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of the exhibit will be furnished by County and City Relations Division when available.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

R

RECEIVED
MAR 3 - 1958
FOR FILING
FORM E30-K-12½M—8-55—66209

U.205(9)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1958

SUBJECT: File No. 23082 - U.S. Bureau of Reclamation
West Side By-pass
City of Klamath Falls
Klamath County

Spec

To: Mr. Tom Edwards
Construction Engineer
O F F I C E

ATTENTION: D. J. Barbee

Since April 1955 negotiations on the above line have been underway. Negotiations on several parcels have been in a very uncertain state because of changes of plan.

In addition to protracted negotiations with the affected property owners, we have a further problem in the matter of partially-completed title searches, and appraisals.

It would be very desirable to determine our intent, if such a thing is presently possible. At the present time, the thorn in our side is with these parcels:

1. File No. 23082 - Bureau of Reclamation. This property lies in the vicinity of the Nevada Street Interchange, and consists of a canal right of way which is involved in that interchange. We have been promising, for many months, that we would provide these people with our schematic lay-out as soon as it might be available. Has the design progressed to a point where we might provide our standard interchange sheet for their consideration?

2. File No. 23142 - Eccles - This property lies near Link River, and we have been unable to establish a definite line of taking for the information of our appraiser. Can you determine if we have the proper dope at the present time so that our appraiser may final his work and bill us for services rendered?

Walter T. Wright
WALTER T. WRIGHT
Ass't. Right of Way Engineer

WTW:IH (in duplicate)
cc: Forrest Cooper
R. W. Cozad

NOTED
FORREST COOPER

RECEIVED
FEB 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN W. CUNNINGHAM
F. S. ZEIDLHACK

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON, IDAHO, CALIFORNIA

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

PHONE: CAPITOL 8-4765
1112 PORTLAND TRUST BLDG.,
PORTLAND 4, OREGON

RECEIVED
MAR 2[illegible] 1958
FOR FILING
FILE U-[illegible] (9)
[illegible]

February 25, 1958

PLEASE RETURN TO
FORREST COOPER

Mr. Glenn S. Paxson,
State Bridge Engineer,
State Highway Dept.,
Salem, Oregon.

715

Dear Glenn:

To re-open our discussion of the Link River crossing at Klamath Falls, we are enclosing herewith a sewer map for the vicinity. Possibly you already have this information. There is another map made by C.C.Kelly that is very similar. Topographically, the low point on Riverside is at a point 650 feet south from the present Link River bridge, and the flow on Riverside is South, then North again back of the lots that border the river, to the pumping station.

We believe that there is a possibility of considerable future development on the hill West of the Link River, and, if possible, would like to collect all of this flow at one point and either carry it across on the bridge or siphon it to the East side, where it will be picked up by the new sewer running to the treatment plant.

We are not familiar with your detailed plans, and only know that you are proposing to go overhead and diagonally across the Link River. It seems to us that the State will have to buy considerable property, and extinguish its access to sewers. This is all to the good, because it will be desirable to do away with the sewer on Riverside and the one closer to the river. In order that we can study this, we will appreciate it if you can furnish us a preliminary map or sketch showing the tentative plan, the toe of embankments, and the approximate grades.

Very truly yours,

JOHN W. CUNNINGHAM & ASSOCIATES

By John W. Cunningham
John W.Cunningham

JWC/m

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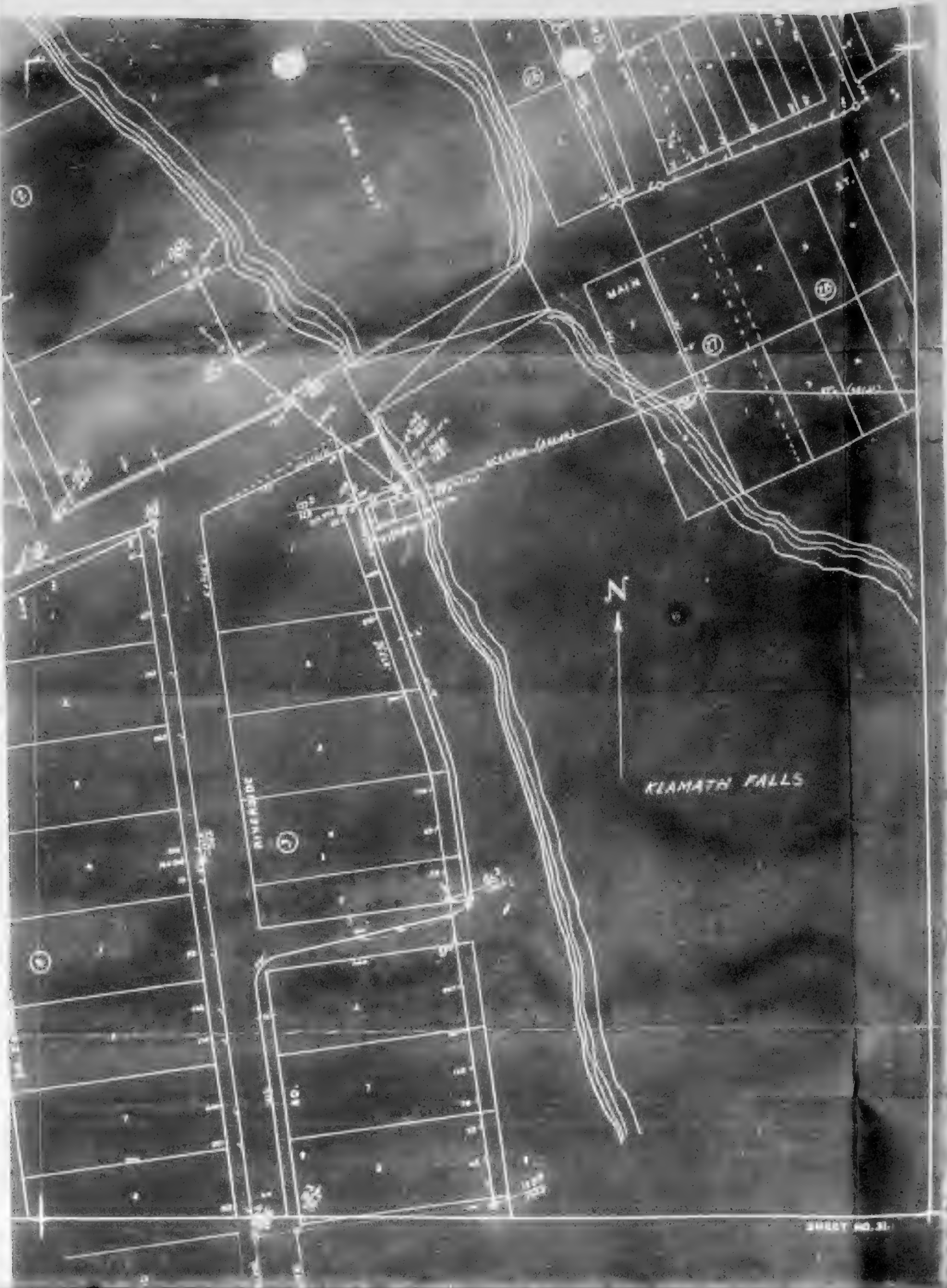
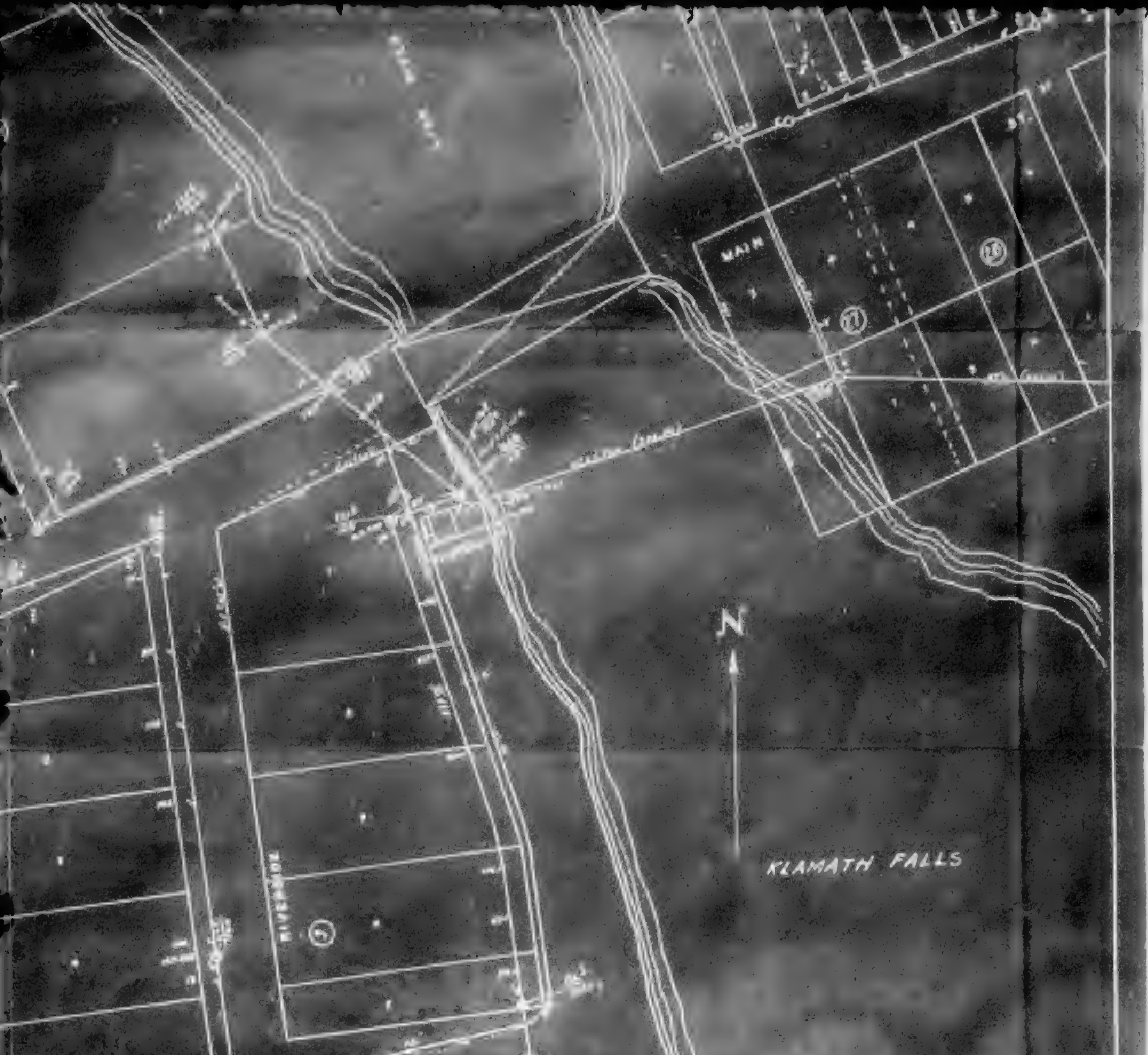
OREGON
STATE HIGHWAY COMMISSION


MAIN
RIVERSIDE
N
KLAMATH FALLS
SHEET NO. 31.


MAIN
N
KLAMATH FALLS
SHEET NO. 31
KLAMATH FALLS

p

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MAR [illegible] 1958
FOR FILING

U-205 (9)

5301

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 21, 1958

SUBJECT: Union Oil Station Near
Link River Bridge

To:

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

The inquiry of Mr. Irv Carr concerning the Union Oil Station near the northerly end of the Link River Bridge in Klamath Falls, which was the subject of a letter from Forrest Cooper to yourself, has been investigated.

Mr. Carr was aware that this property would be taken by the Klamath Falls Bypass construction. His only interest was the time element, as the date we would require the property would determine how long he could operate, if he opened the station.

I find in our files an option covering this property, but no deed. It is Mr. Cozad's opinion that this deal has been closed as he has in his files some letters from Mr. Haskins pertaining to lease of this property from other individuals.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
cc: Mr. W. Reid Meritt

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
FEB 24 1958
NOTED-- ☒ ☐ ☐ ☐ ☐
CE ACE ACE CCE

This Copy to Cooper

Salem, Oregon
January 21, 1958

Telephone request for information
in connection with property near
north end Link River Bridge

Mr. Tom Edwards
Construction Engineer
Department

A gentleman who identified himself as Irv Carr (possibly Erv) from Klamath Falls called me recently and stated that he was the operator of a Union oil station owned by one Gallagher near the northerly end of the Link River Bridge in Klamath Falls. He was concerned with the highway improvements in that area and was trying to determine whether the State intended to acquire the property, in which event he did not wish to open the station, which, I understand, is now closed.

Will you please have someone in that area contact Carr and/or Gallagher and advise them as to the effect the highway construction would have on this station. Mr. Carr gave his phone numbers as follows: Office TUxedo 2-4539; Home TUxedo 2-2153.

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM E-30X—37,900—8-57—6654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1958

SUBJECT: Telephone request for information in connection with property near north end Link River Bridge (Irv Carr)

To: Mr. Dean Swift
Division Engineer
Oregon State Highway Dept.
Box 377
Bend, Oregon

Please have someone contact the party or parties as mentioned in the accompanying letter from Mr. Cooper. I have enclosed a sketch map showing the property in question (shaded area) as nearly as I can determine. If this is the correct location it will be complete taking for the new highway location.

Tom Edwards
Construction Engineer

LPS:dl:dmh

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
FEB 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1958
FOR FILING

U 205 (9)

[illegible]

K

February 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of February 3 relative to the West Klamath Falls Bypass, we are acquiring right of way for eventual four-lane construction.

It is our intention to construct two lanes with necessary climbing lanes at present, widening into four lanes at interchange areas. It is our intention to build 12-foot lanes with eight-foot shoulders.

You state in your letter that the prospectus called for 11-foot lanes and eight-foot shoulders, but there was an addendum submitted which corrected this to the 12 and eight.

It is not our intention to eliminate the undercrossing structure at the north end of the bypass as mentioned in your letter. We are, however, planning a temporary at-grade intersection at the north end. This will be a temporary expedient to be used until the money is available to build the undercrossing.

It is our hope to build from the north end connection to Main Street at Link River and get this section under traffic. This would undoubtedly use all the funds that we can allocate to the project through the 1961 funds. It would be our intention then to proceed immediately with the undercrossing at the north end.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. S. H. Probert

DJB:fp fn

RECEIVED
FEB 17 1958
FOR FILING

Maint
Traffic
Routing

08:35

February 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Right-of-way acquisition for the West Klamath Falls Bypass was authorized under Federal-aid Urban Program Item No. 56. The program submission indicated 4-lane construction with 12 ft lanes and 10 ft shoulders. Estimated 1975 traffic was in excess of 10,000 ADT.

It is understood that most of the right-of-way has been acquired, presumably for four lane construction.

Your recent survey prospectus shows lower traffic figures and 2-lane construction with 11 ft lanes and 8 ft shoulders. Latest interchange submissions are for 2-lane construction, and the proposed undercrossing structure at the north end of the bypass is apparently to be eliminated and an at-grade intersection substituted.

Justification for the change in standards on this project should be submitted, also a statement concerning the right-of-way width being obtained. We are particularly interested in whether the right-of-way width and geometric design are suited to ultimate 4-lane construction.

Very truly yours,

C. C. Polk
Division Engineer

Original to SWP
Copy to Edwards

RECEIVED
FEB 13 1958

FOR FILING

11-265(9)

5301

2

File No. ____________
Rd. No. ______ M.P. ______
City of ____________
Streets ____________
Rural ______ Urban ______

Salem, Oregon
February 6, 1958

Review of Design
Main Street Interchange
Klamath Falls

Lloyd Shaw
Urban Engineer
Office

Two plans involving alternate designs for an interchange on US97 at the southerly end of Klamath Falls have been submitted to us for review, particularly with respect to possible successful operation if certain intersections are to be signalized.

The plan involving two immediately adjacent intersections on either side of the overcrossing structure is impossible to signalize successfully. These two intersections on this plan are too close together for successful signal progression. If fully actuated, the close proximity of these two intersections would not allow sufficient storage capacity for those vehicles stopping on the red indication. In addition to these problems, it would also be extremely difficult to properly place vehicle detectors. There also exists the fact that there is inadequate distance between these two intersections to establish a left turn refuge for the west to north movement at the easterly intersection.

Any of the above factors are sufficient for the elimination of traffic signals. However, with the volumes predicted, it will almost be mandatory that these two intersections be signalized. Thus, we would be forced into signalizing a location at which it was known beforehand that signals would not work properly. For this reason, it is recommended that serious consideration be given to the alternate plan which involves one intersection at either end of the Link River structure. The vehicular volumes shown on the study plan are such that both the intersections could be operated successfully for a long period of time without the need for signalization. It is felt that from the standpoint of traffic movement, this alternate plan is far superior.

NOTED
J. AL HEAD

F. B. Crandall
Traffic Engineer

LEC:kg/yk

pc - G.S. Paxson

NOTED
C. S. PAXSON

RECEIVED
[illegible] - 1958
FOR FILING
U-205 (9)
5301

CITY OF KLAMATH FALLS, OREGON
OFFICE OF THE MAYOR
LAWRENCE E. SLATER

NOTED
W. C. WILLIAMS

State Highway Department,
Salem, Oregon.

Attention: Mr. W. C. Williams.

Dear Mr. Williams:

Your letter of January 24, 1958 was read at the City Council meeting last night, and I am happy to say that the Council concurred in the proposal contained in your letter.

It is the feeling of the Council and myself that we would much prefer to have the two lane highway constructed rather than wait for the four lane, particularly if it will bring about the completion of the entire West Side By-Pass at an earlier date.

This By-Pass, as you no doubt know, is urgently needed by the City of Klamath Falls, particularly with the projected activity in our City which we anticipate will really get into full swing in the Spring of this year. I sincerely hope that you will do everything in your power to proceed with the completion of the section between the Link River Bridge and the junction of Highway 66 and 97 following the completion of the first phase of this operation, that is the Link River Bridge to the north entrance.

With kindest personal regards, I remain

Sincerely yours,

Lawrence E. Slater
LAWRENCE E. SLATER,
Mayor.

LES:MW

RECEIVED
JAN 29 1958
STATE HIGHWAY [illegible]

RECEIVED
JAN 31 1958
FOR FILING

U-205 (4)

5.301

Salem, Oregon
January 31, 1958

Request of City of Klamath Falls
for information on status of
West Side Bypass

Mr. Tom Edwards
Construction Engineer
Department

We have a letter from Clifford L. Senders, Assistant City Engineer, Klamath Falls, dated January 14, 1958 in which he states, in part:

"Mayor Slater has also asked me to see if you have any information on the status of the 'West Side By-pass'. We keep hearing rumors of one kind and another but nothing definite. Would you please advise us as to the latest on this subject?"

Will you please prepare a rough draft of a letter to the City for Mr. Williams' signature covering this item.

Forrest Cooper
Deputy State Highway Engineer

FC:mm

cc Mr. W. C. Williams
Mr. G. S. Paxson

January 14, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams;

In answer to your letters of January 7, 1958 regarding the traffic signal pole at South Sixth and Klamath and the overhead Crosswalk sign at South Sixth and Shasta Way, the following actions have been taken or are desired:

1. In the matter of the traffic signal pole at Sixth and Klamath the Council felt that the cost figure of $700.00 was more than they cared to go into at this time. In order to eliminate the interference caused by the guy wire with the sign installation being done by the new Bank of Klamath Falls we installed a new guy pole some 90 feet southwesterly along Klamath Avenue from the location of the existing guy. By running a horizontal guy line from the traffic signal pole to the new guy pole we removed all interference with the Banks sign installation.

   The cost of this guy pole will be approximately $96.00 and we would like to know if the Highway Department will take care of half the cost. I havent a definite figure yet since we have not received the bill but this this figure should be close. If your department will go along on sharing the cost I will give you the exact figure as soon as we get the bill.

2. In the matter of the overhead illuminated Crosswalk sign at South Sixth and Shasta Way the Council would like to go ahead with this installation. If you will furnish the sign the city will install, maintain and power it.

Mayor Slater has also asked me to see if you have any information on the status of the "West Side By-pass". We keep hearing rumors of one kind and another but nothing definite. Would you please advise us as to the latest on this subject?

Thank you very much for your consideration in these matters.

Yours truly,

Clifford L. Sanders
Asst City Engineer

RECEIVED
JAN 29 1958
FOR FILING

ADDENDUM "B"

U-205 (1)

5301

Location prospectus, West Klamath Falls Bypass Section, The Dalles-California Highway, Klamath County.

The following addendum is submitted to revise the location prospectus concerning the above mentioned section.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change second sentence to read: "This highway requires two 12 foot running lanes with 8 foot shoulders with 11-foot climbing lanes on all grades over 3% whose length exceeds 1500 feet. Shoulder areas will receive 0-11 oil mat surfacing.

Paragraph 5: Correct as per original prospectus.

Paragraph 6: Change last sentence to read: "The deviation will be 8-foot shoulders."

Paragraphs 7 through 10: Correct as per original prospectus.

Attachment: The attachment to the original prospectus is cancelled and superceded by the attachment to this addendum.

NOTED
G. S. PAXS

Attachment.

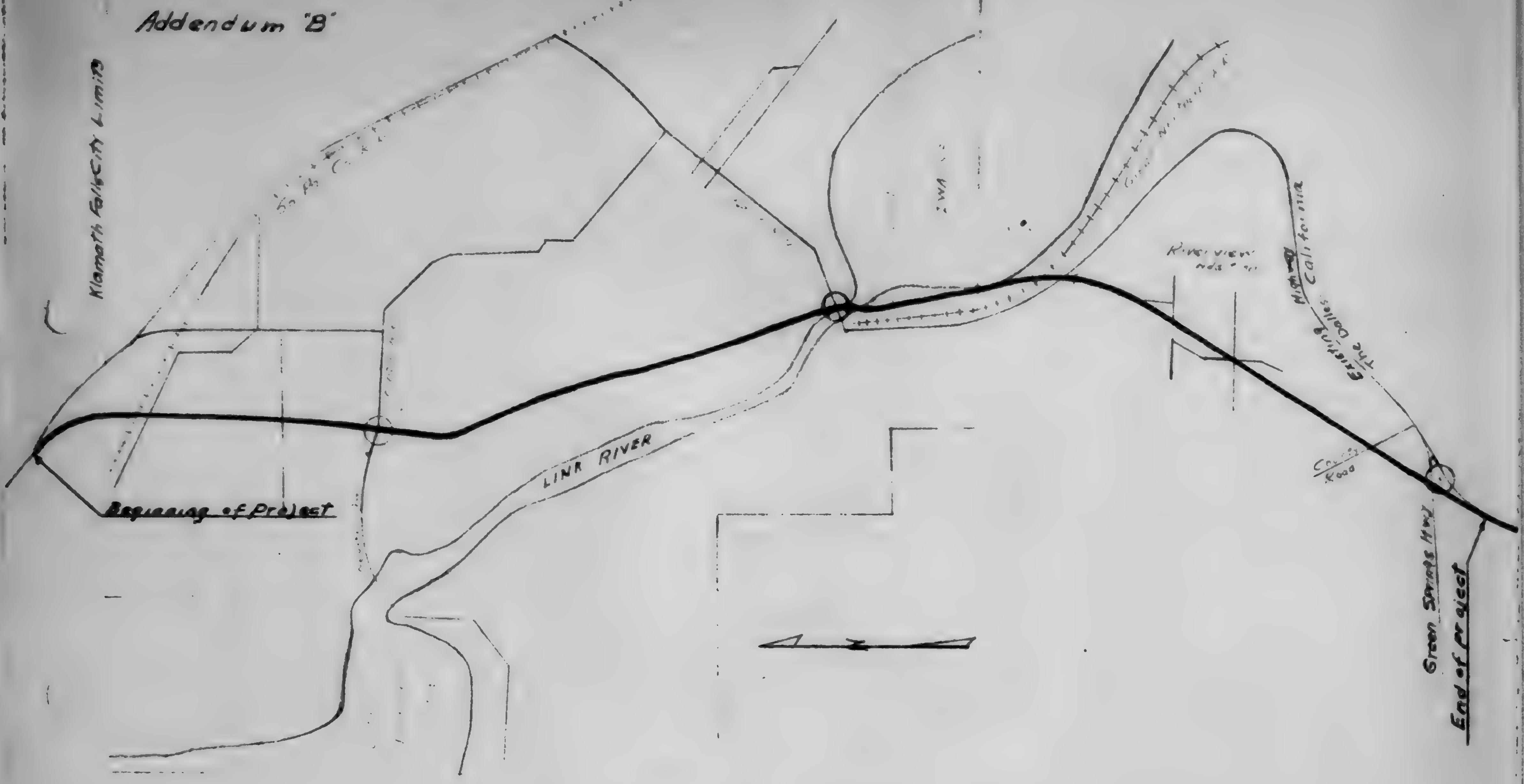
Distribution:

W. C. Williams
Forrest Cooper ✓
G. S. Paxson ✓
Tom Edwards
Dean Swift
Reid Meritt
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
G. L. Decker
I. A. DeFrance

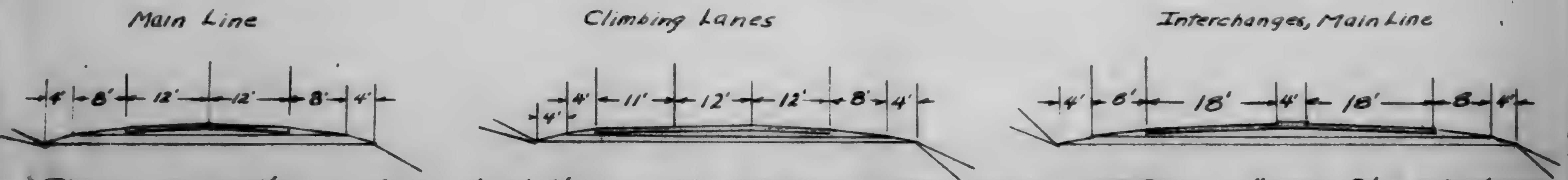
RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
WEST KLAMATH FALLS BYPASS – THE DALLES-CALIF. HWY.
KLAMATH COUNTY

Addendum "B"



TYPICAL SECTIONS



"Slopes – 3:1 to 1½:1 in fill, 1:1 to 1½:1 in cut. Tentative Base Design – 18½" Base, 2" Level, 3½" A.C. Wearing
0-11 Oil mat on shoulders

RECEIVED
FEB 10 1958
FOR FILING

U-205(9)

5301

January 28, 1958

Mr. John W. Cunningham & Associates
1112 Portland Trust Building
Portland 4, Oregon

Dear Mr. Cunningham:

I regret the delay in answering your letter regarding drawings of State Highway Department plans at Link River and Main Street in Klamath Falls. On units which involve unusually expensive construction or exceptionally complex traffic movements, both the Division and Regional offices of the Bureau of Public Roads study and approve plans before they can be considered basic and final.

I am sorry that as of this time we have no agreement between ourselves and the Bureau as to final design. I am free to tell you however, that in all of the plans proposed, due note has been taken of the location of the sewage pumping plant and plans developed which leave it completely intact. Therefore, you may safely make this same assumption with regard to the plan which will finally be approved.

Very truly yours,

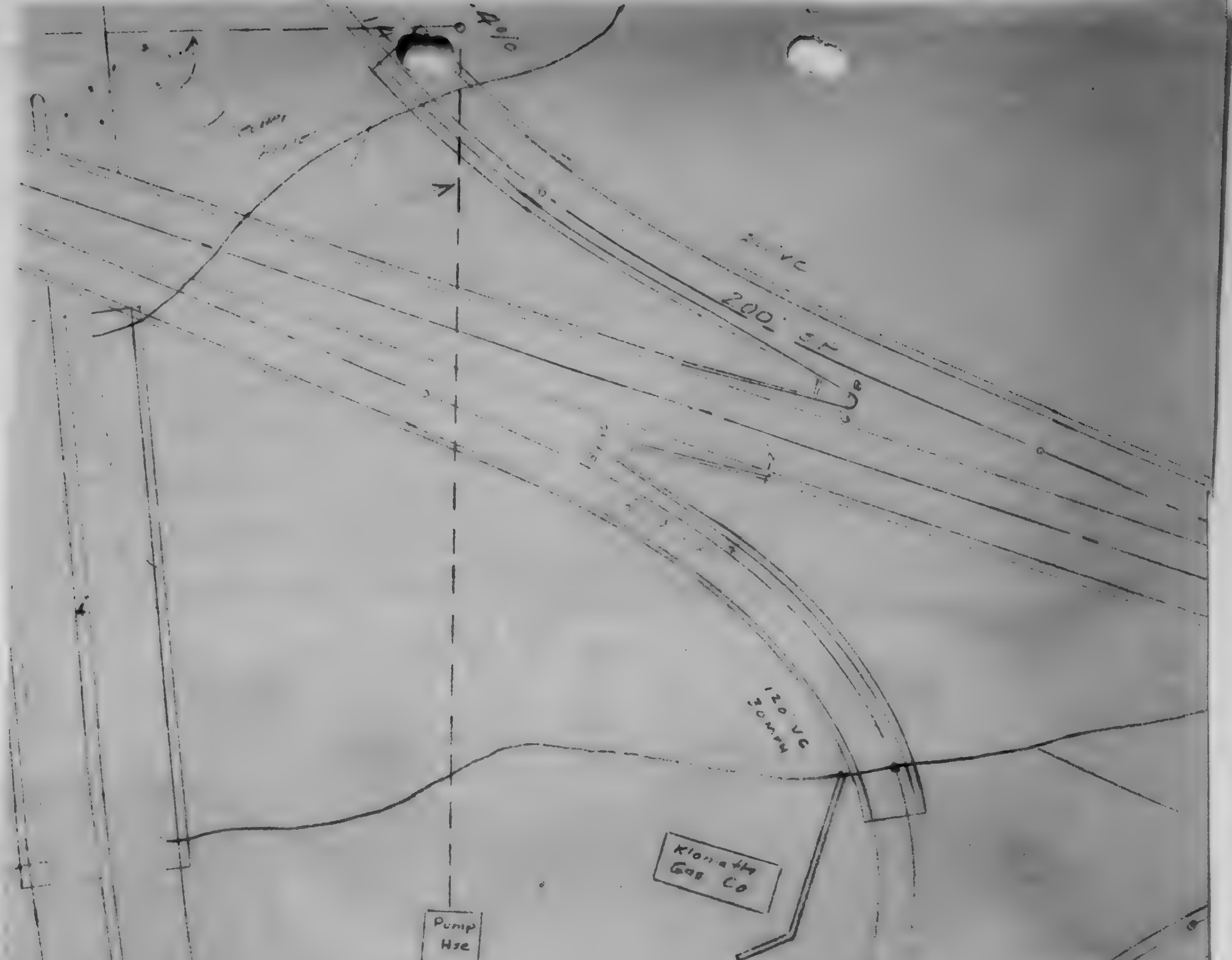
W. C. Williams
State Highway Engineer

By

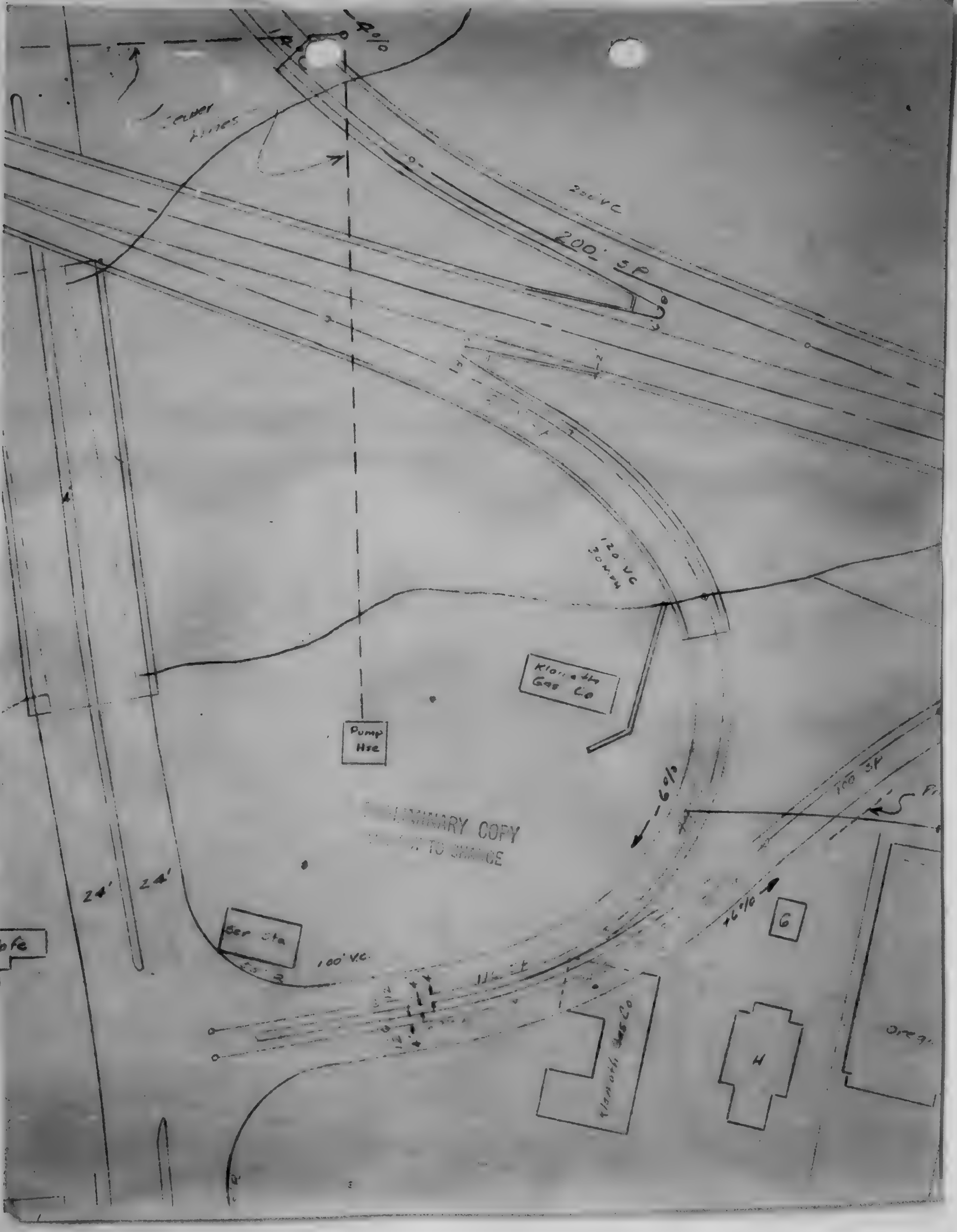
Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

TE:dmh fn



PRELIMINARY COPY
SUBJECT TO CHANGE


R 0%
Sewer Lines
200' VC
200' SP
120' VC
30 MPH
Klamath Gas Co
Pump Hse
-6%
PRELIMINARY COPY
TO CHANGE
+6%
100' SP
6
24'
24'
ofe
Ser Sta
100' V.C.
Klamath Gas Co
H
Oreg

[redacted]VED
957
FILING

Maint
Traffic
Routing
K. Falls - Spec.

October 23, 1957

Mr. John Cunningham
1112 Portland Trust Building
Portland 4, Oregon

Re: Link River Bridge
in Klamath Falls

Dear Mr. Cunningham:

We have given considerable study to the matter of attaching the 8-inch pressure sewer line on the Link River Bridge in Klamath Falls. On the attached Drawing 4198 we have shown what we think is a feasible location. The 8-inch line would pass through the three brackets at the column locations but would lie underneath the smaller intermediate bracket. At the ends you can either go through the wing wall extensions and into the fill or, if you prefer, can bury a line in the embankment up to the location of the pipe which is to be attached to the bridge. It would be appreciated if you would consider this method of attachment and advise whether it is satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

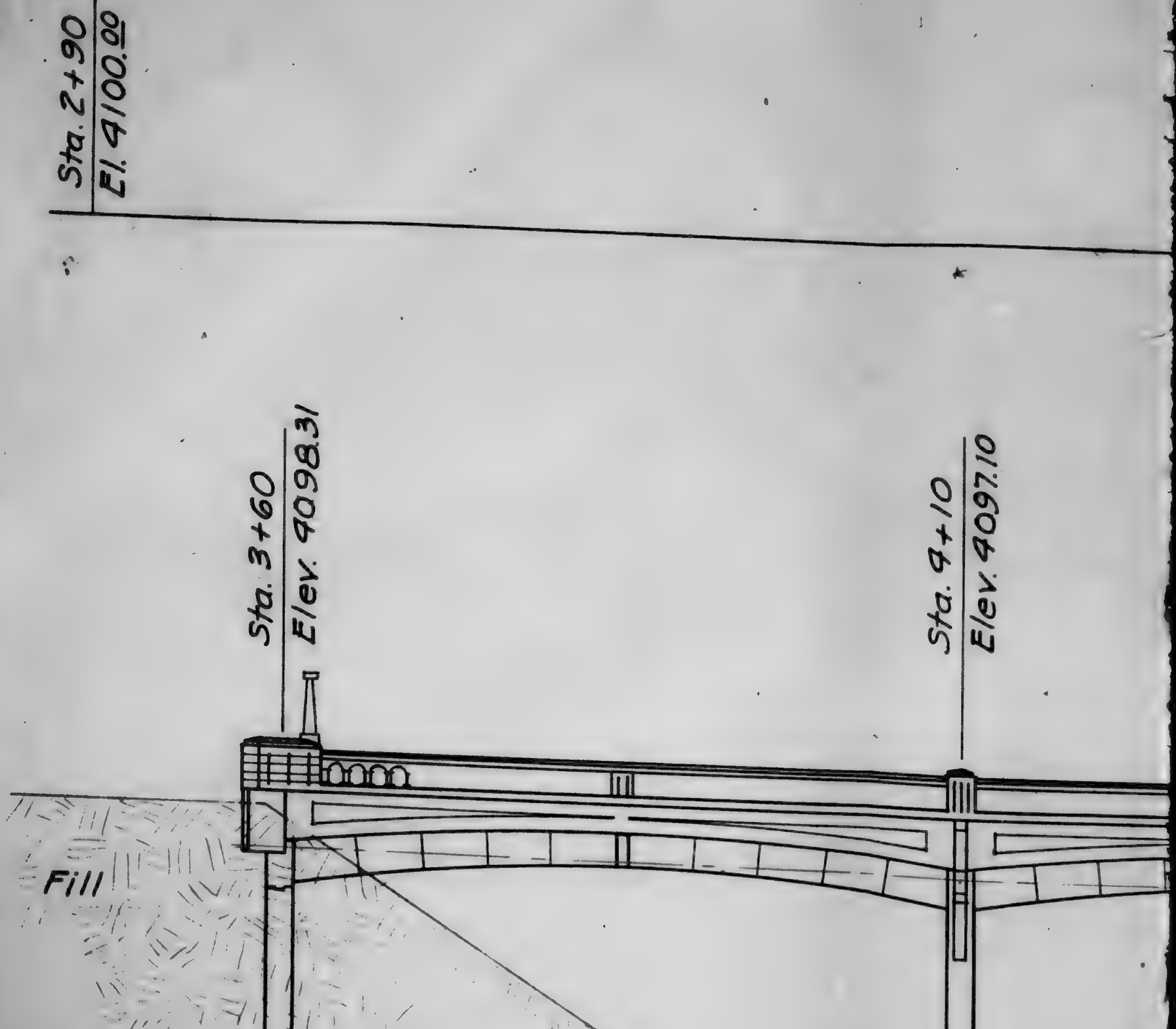
By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

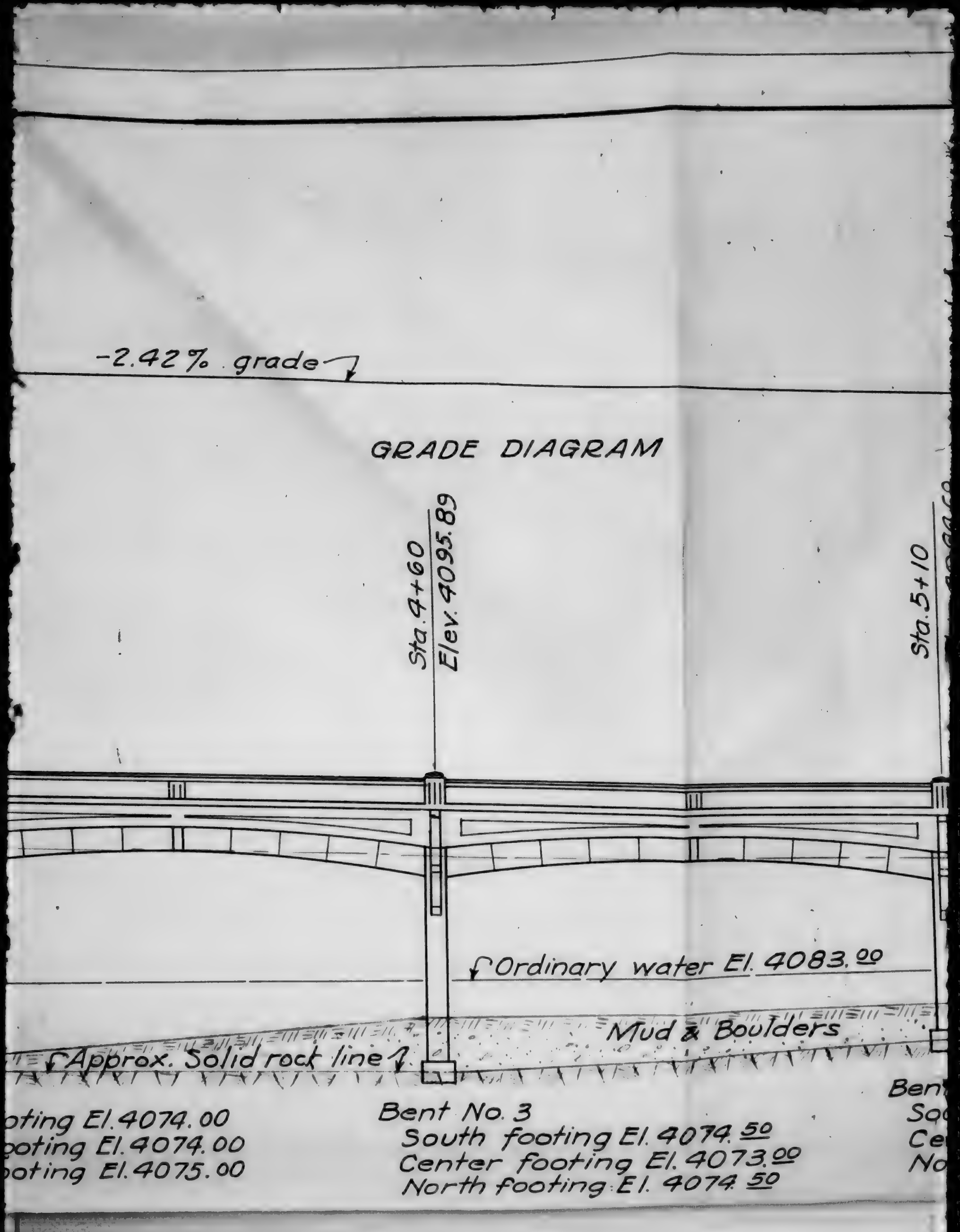
cc Mr. W. C. Williams

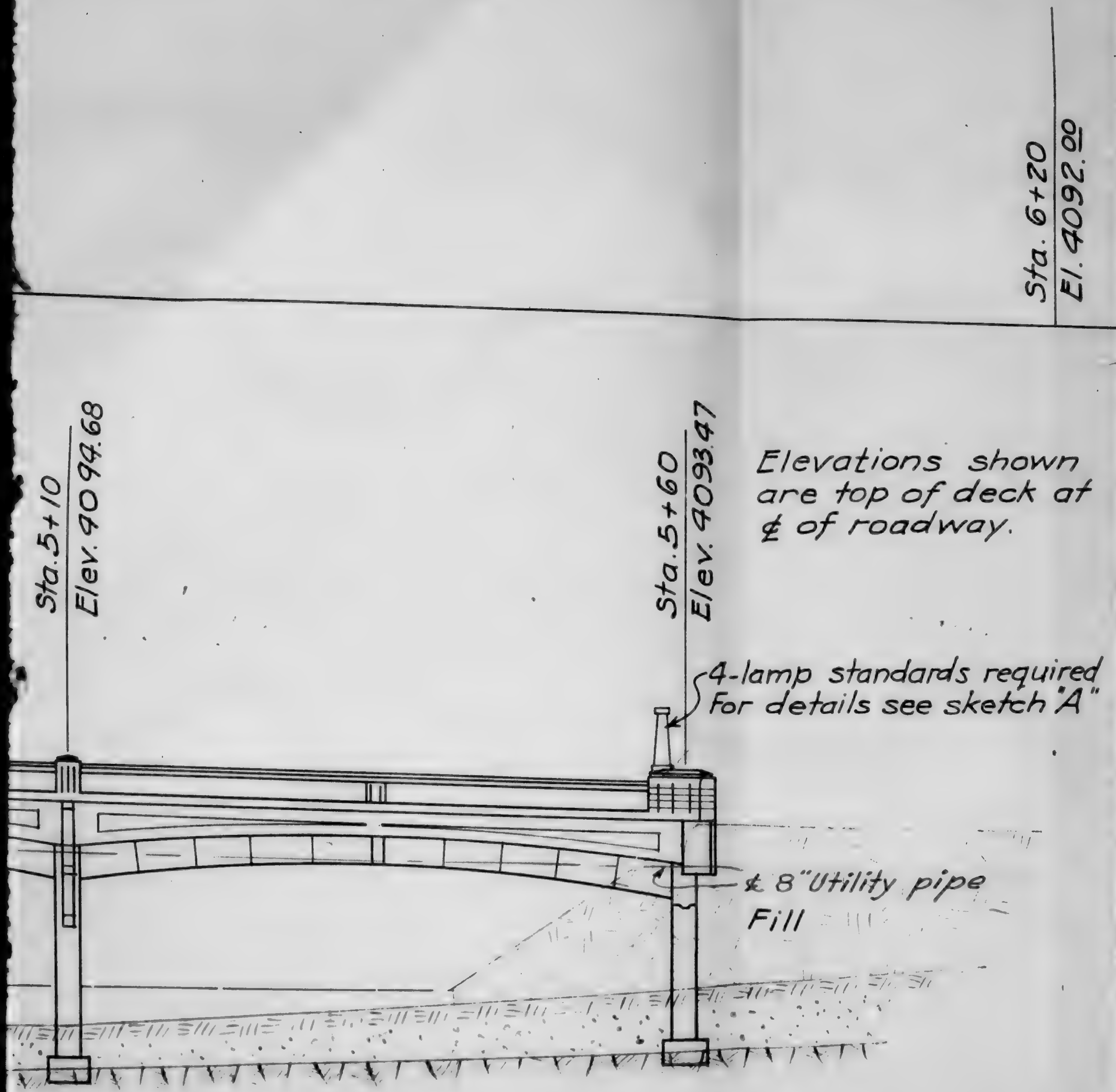
NOTED
FORREST COOPER



Bent No. 1
South footing El. 4074.00
Center footing El. 4074.00
North footing El. 4076.00

Bent No. 2
South footing
Center footing
North footing


-2.42% grade
GRADE DIAGRAM
Sta. 4+60
Elev. 4095.89
Sta. 5+10
Ordinary water El. 4083.00
Mud & Boulders
Approx. Solid rock line
oting El. 4074.00
ooting El. 4074.00
ooting El. 4075.00
Bent No. 3
South footing El. 4074.50
Center footing El. 4073.00
North footing El. 4074.50
Bent
So
Ce
No

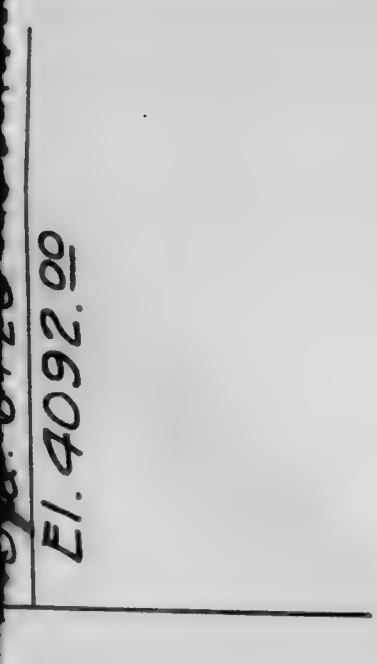


Elevations shown are top of deck at ℄ of roadway.

4-lamp standards required for details see sketch "A"

Bent No. 4
South footing El. 4076.50
Center footing El. 4075.50
North footing El. 4076.50

Bent No. 5
South footing El. 4076.50
Center footing El. 4076.00
North footing El. 4078.00



wn
at

ired
n "A"

GENERAL NOTES:

All concrete above bottom of roadway slab shall be class "D" mix, except handrail which shall be as specified on drawing no. 4050. All other concrete shall be class "A" mix.

All exposed corners shall have a $\frac{3}{4}$" bevel unless noted or shown otherwise.

All steel shall be deformed bars placed 2" clear from nearest face of concrete except where noted or shown otherwise.

Footings at the discretion of the Engineer may be varied if necessary to secure suitable foundation.

Shear keys shall be used at all construction joints between beams and slab.

No forms supporting beams in any span shall be removed until all beams and slabs in all spans have been poured for at least 28 days.

Materials and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

50
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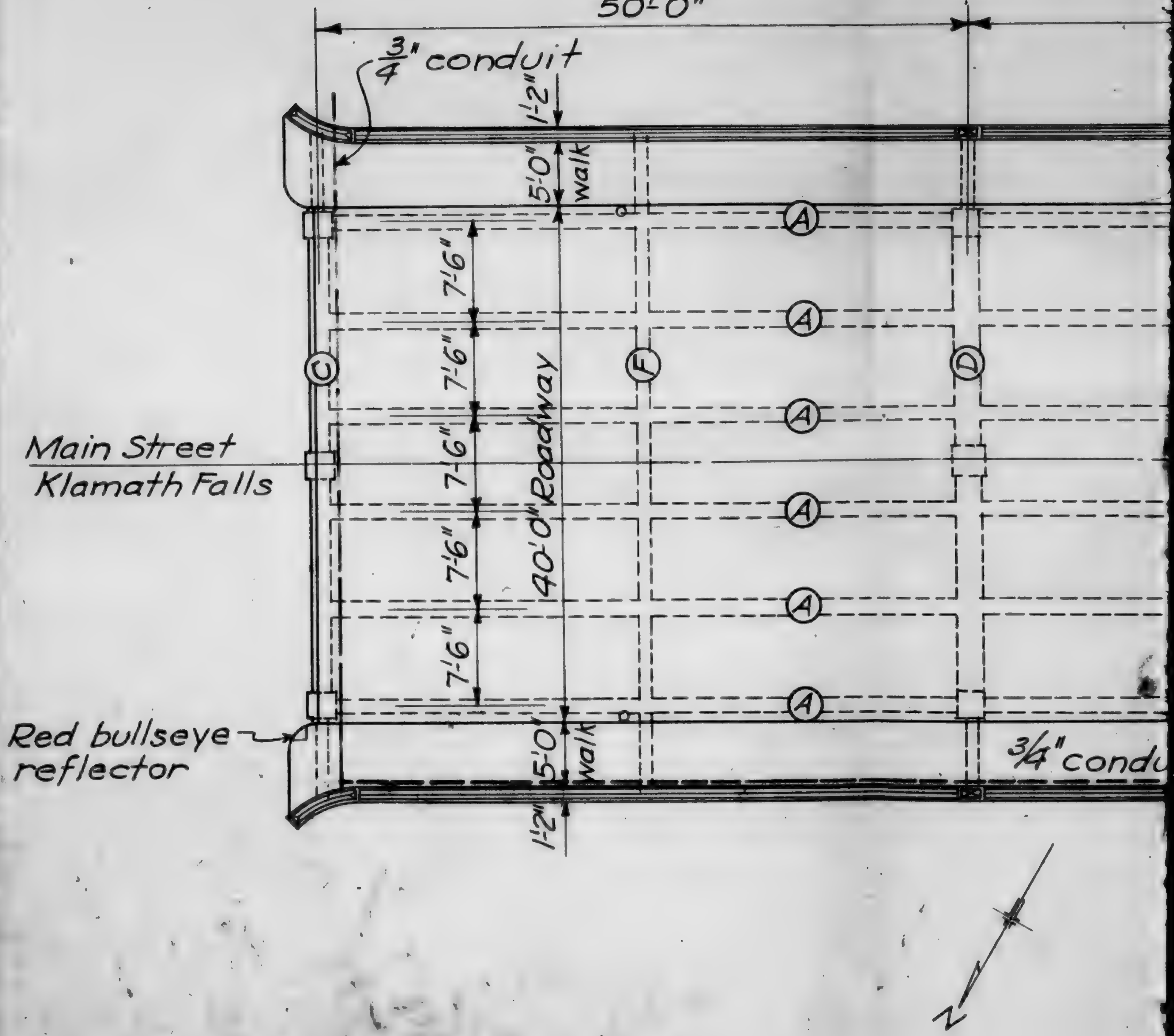
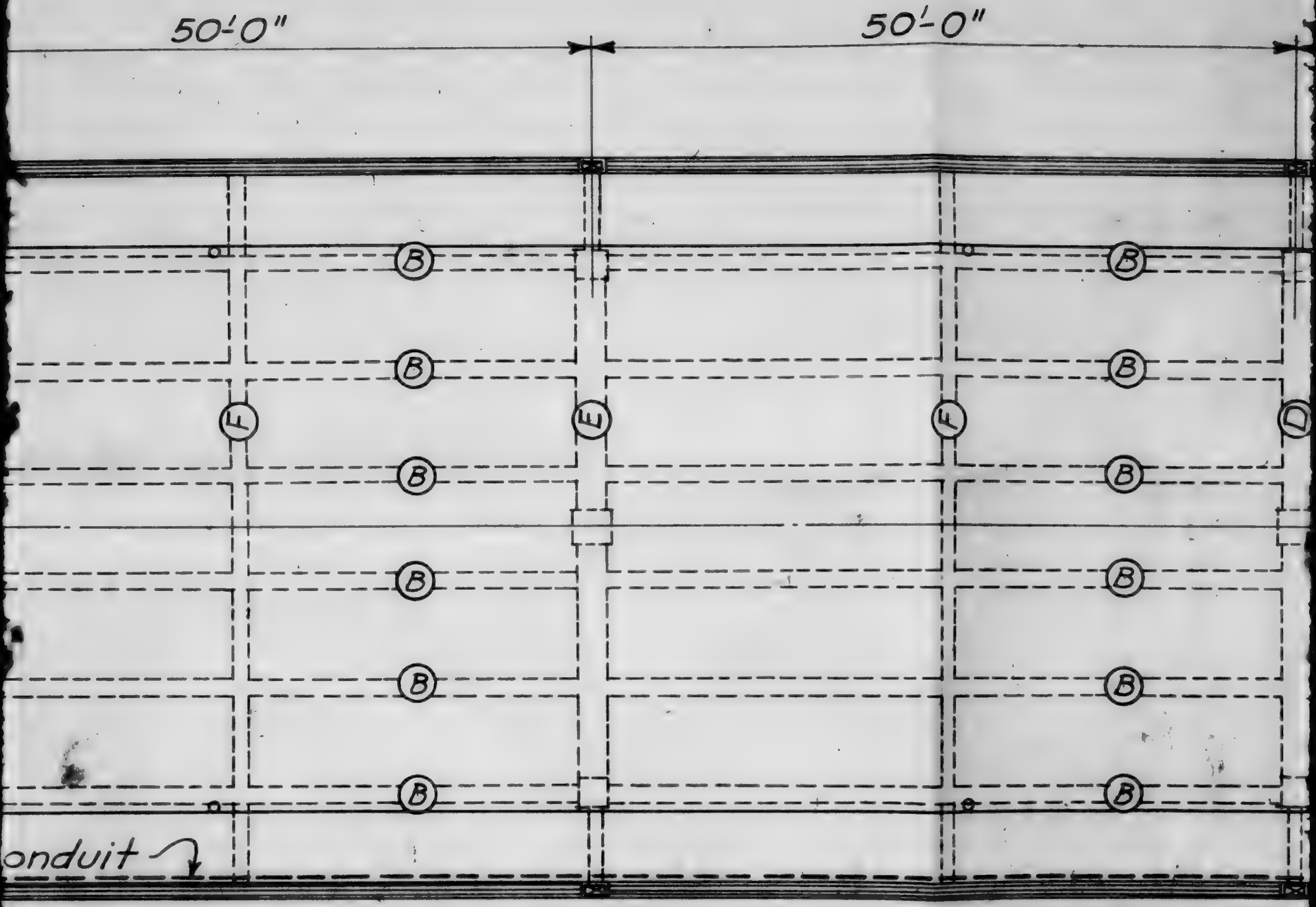
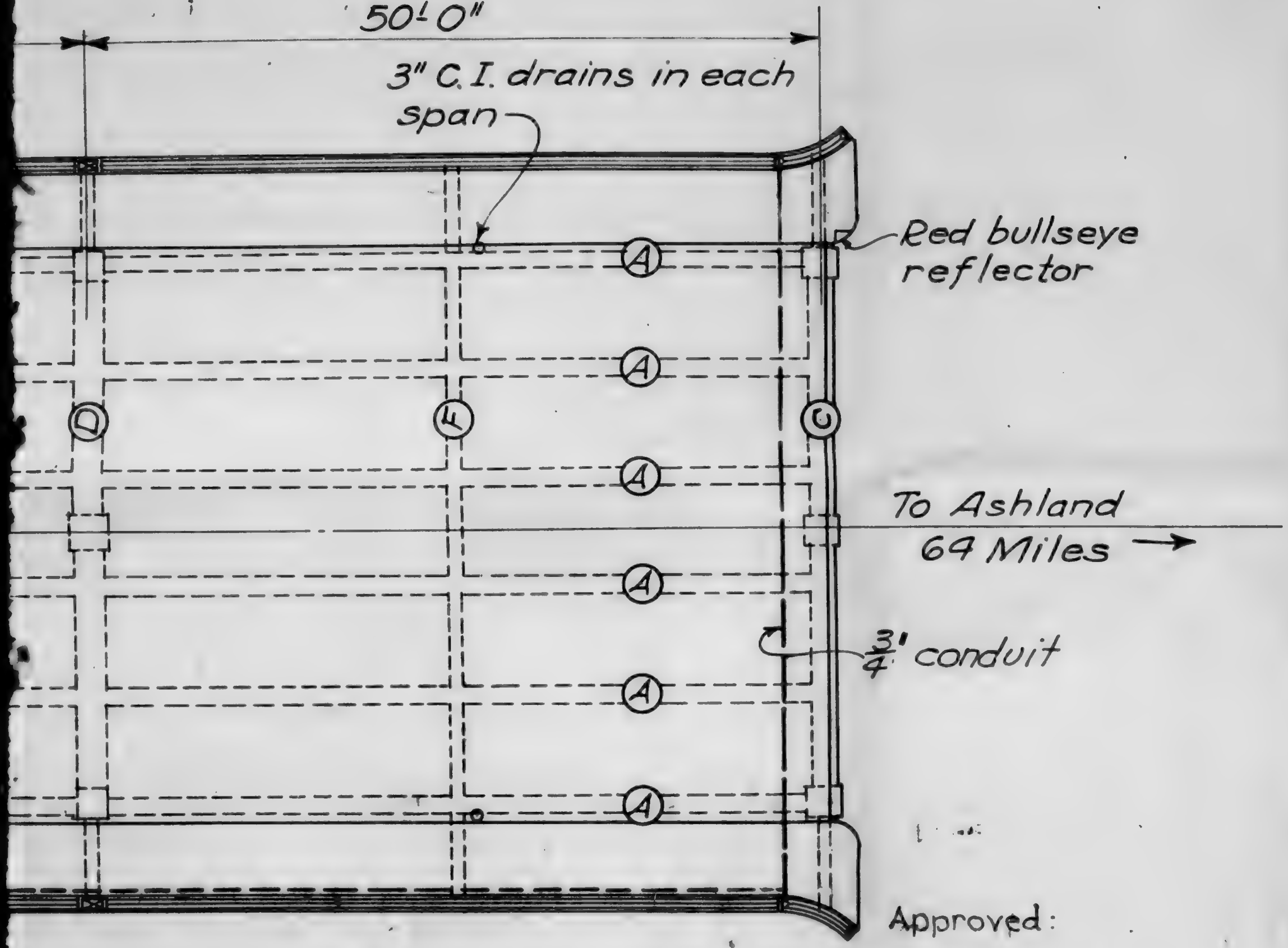

50'-0"
3/4" conduit
1'-2"
5'-0" walk
7'-6"
7'-6"
7'-6"
7'-6"
7'-6"
40'-0" Roadway
A
A
A
A
A
A
C
F
D
Main Street
Klamath Falls
Red bullseye reflector
5'-0" walk
1'-2"
3/4" condu
N

ELEVATION
Scale 1"=10'0"



PLAN
Scale 1"=10'0"



Approved:

Bridge Engineer

State Highway Engineer

Grade Elevs. Revised: Apr. 25, 1931

OREGON
STATE HIGHWAY COMMISSION

LINK RIVER BRIDGE

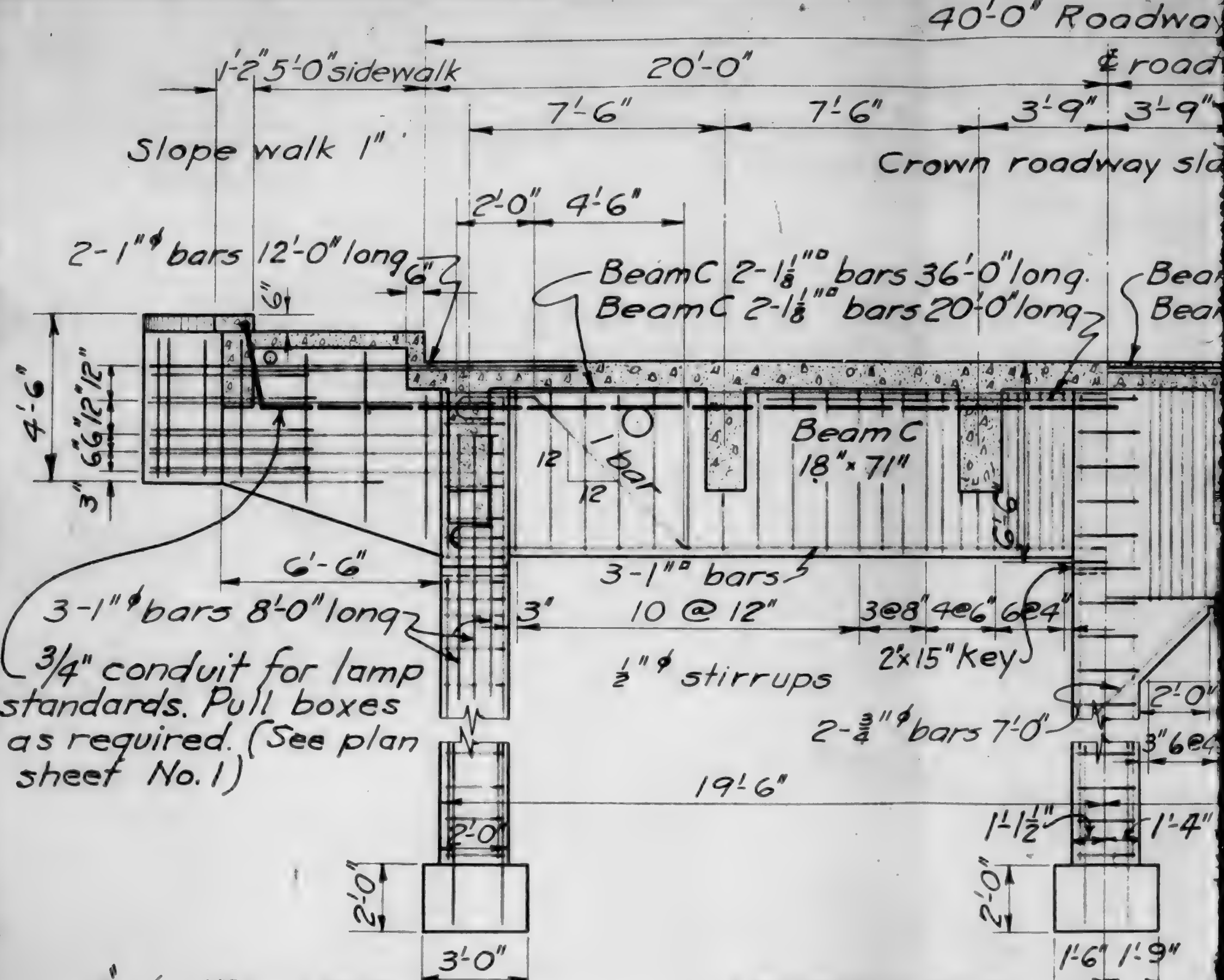
AT
KLAMATH FALLS
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY
PLAN AND ELEVATION

SCALE AS NOTED
FEB. 18 1931
CALC. BK. 108

DRAWN BY C.C.S.
TRACED BY
CHECKED BY

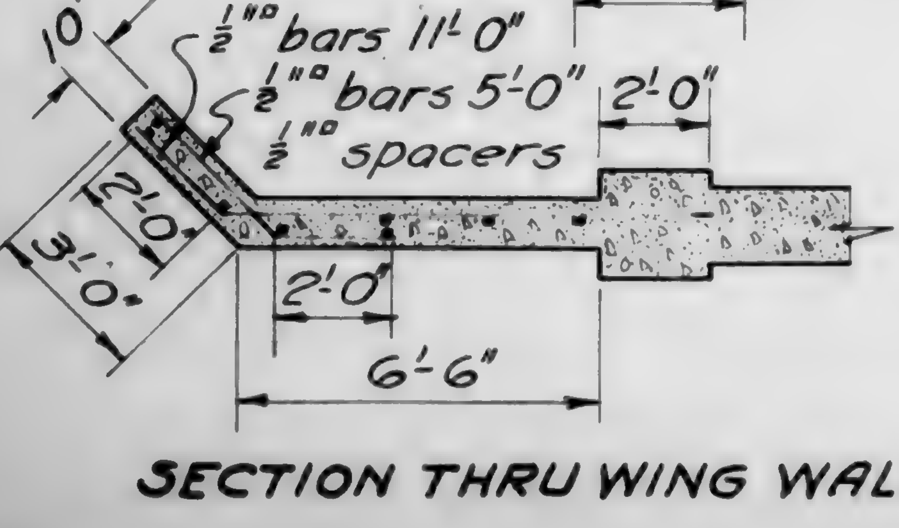
SHEET 1 OF 4
BRIDGE NO. 1579
DWG. NO. 4196

ACCOMPANIED BY DWGS. 4197 - 4198 & 4050

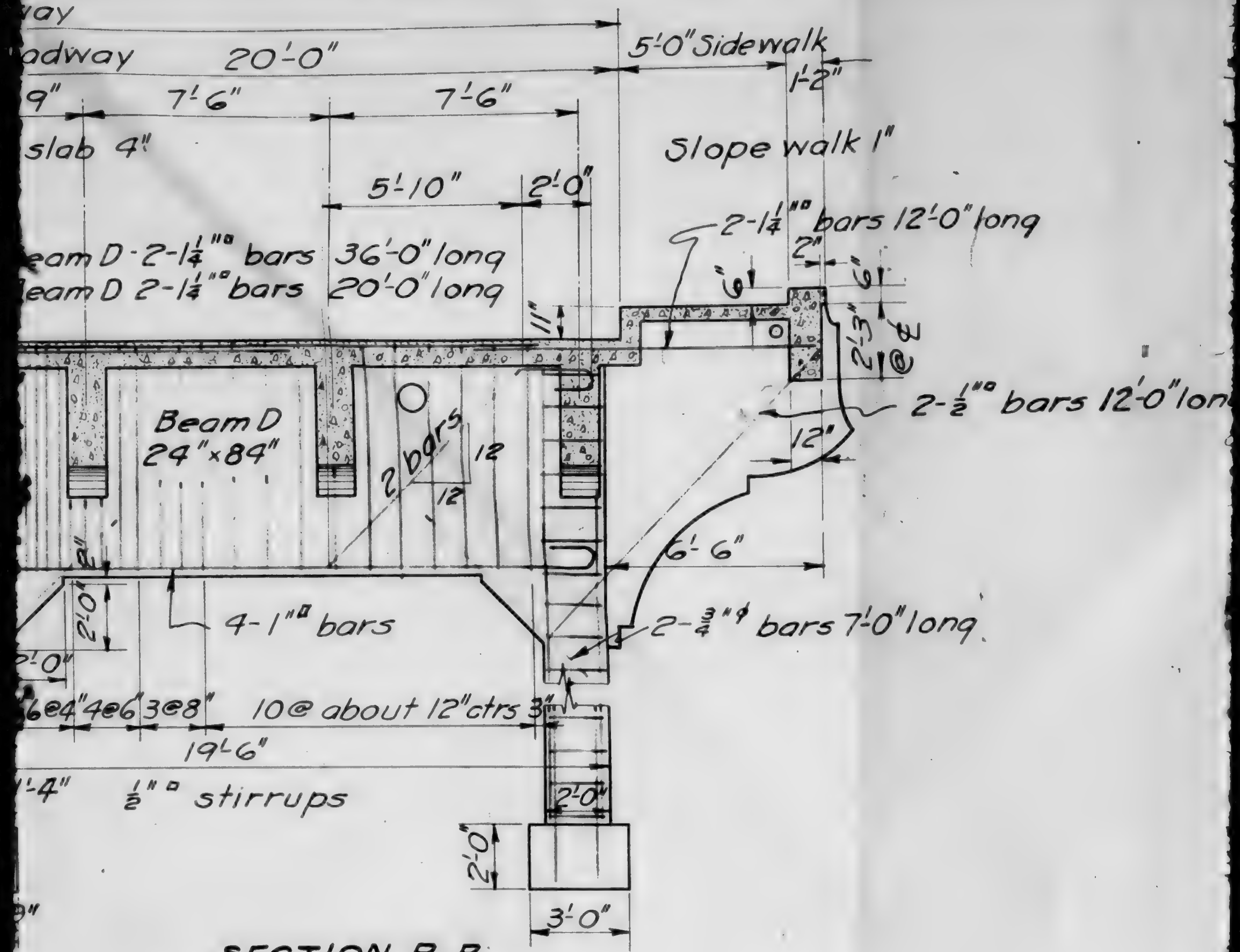


SECTION A-A

Scale ¼"

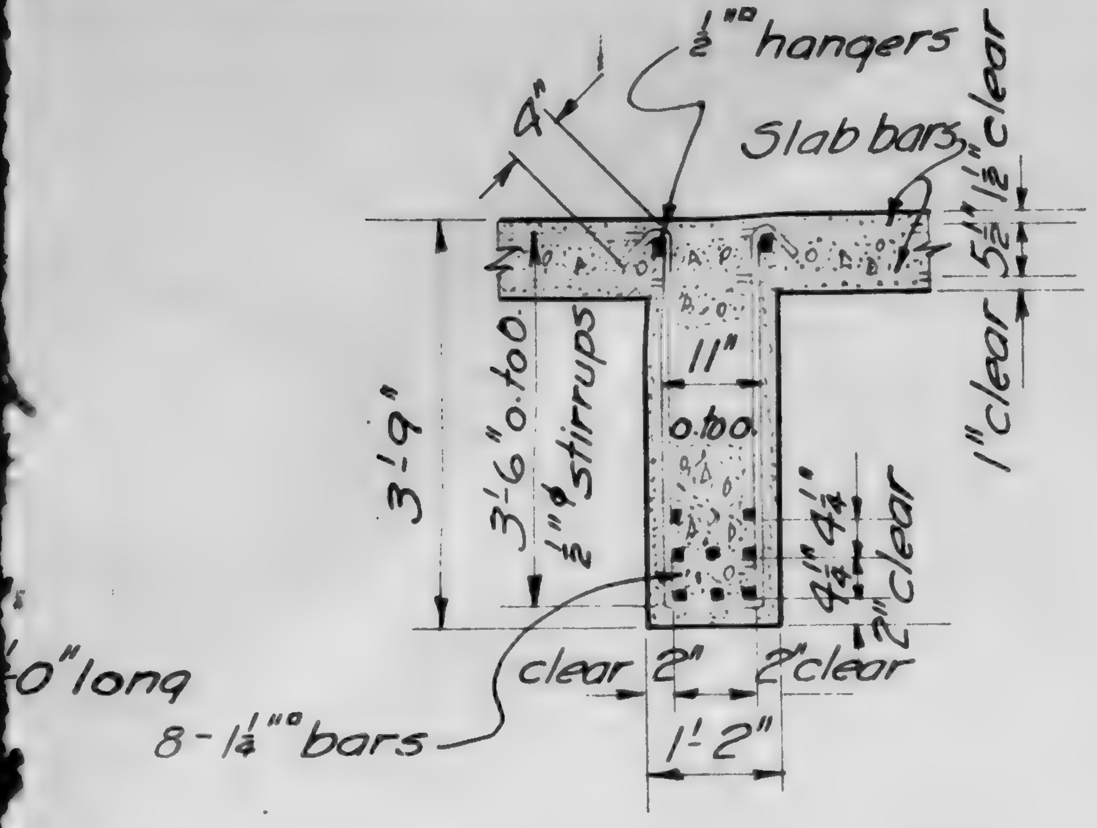


SECTION THRU WING WALL

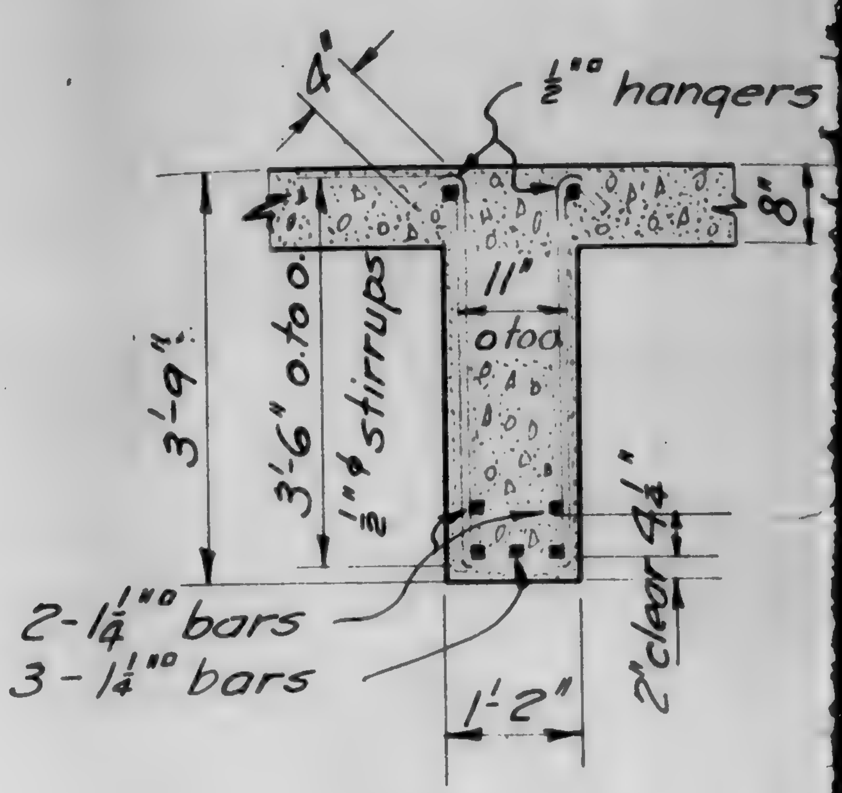


SECTION B-B

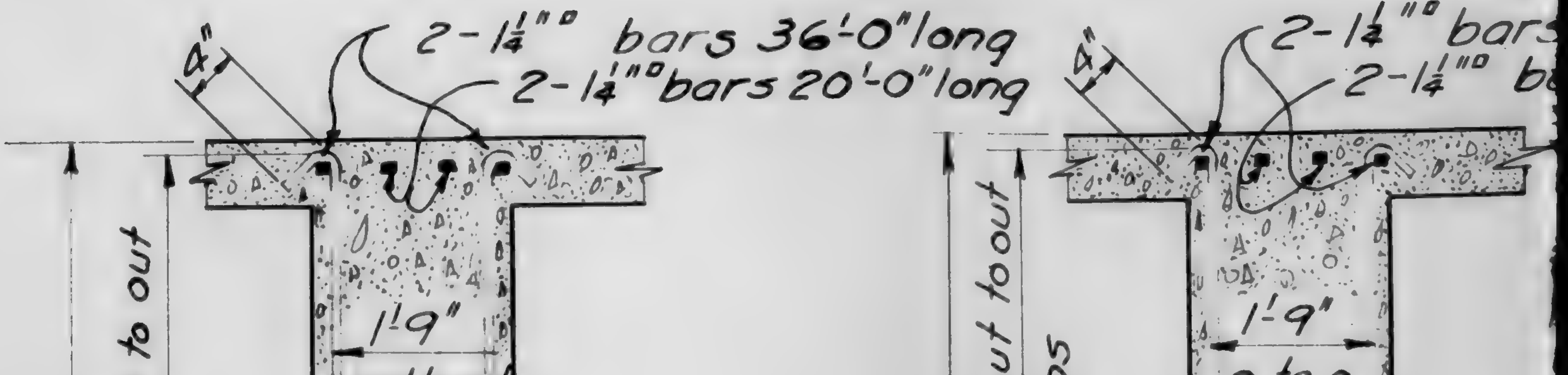
¼"-1'-0"

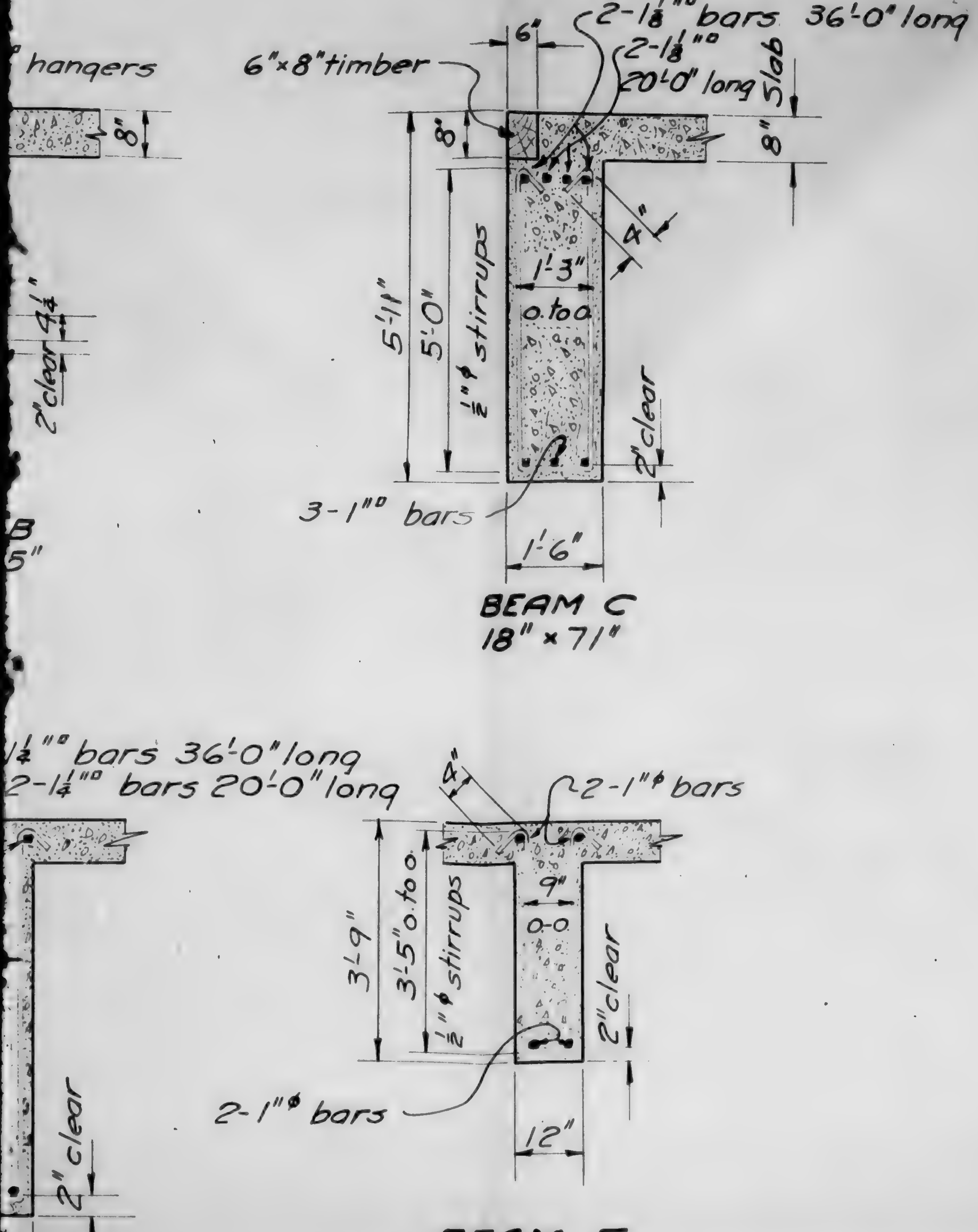


BEAM A
14" × 45"



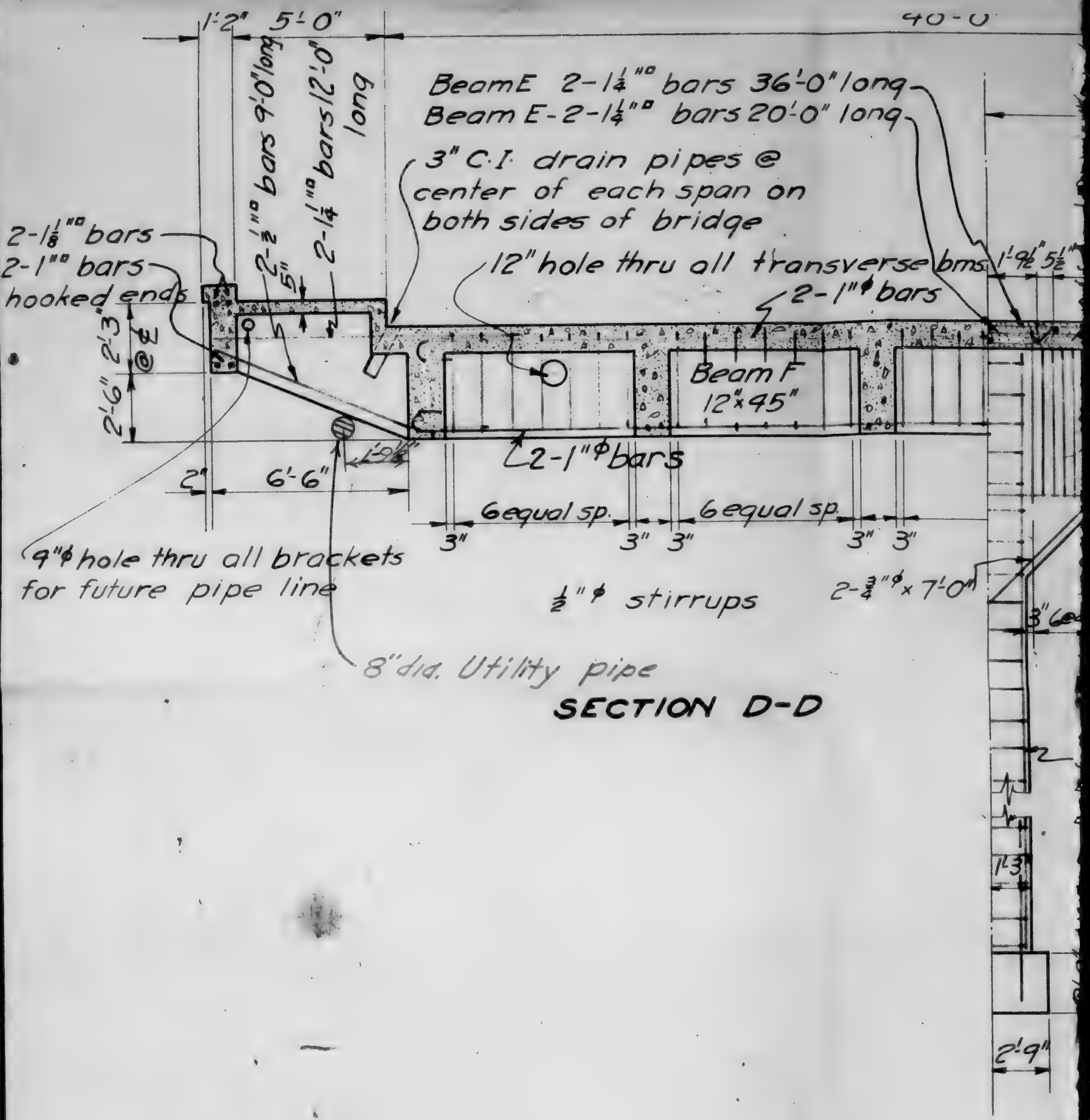
BEAM B
14" × 45"



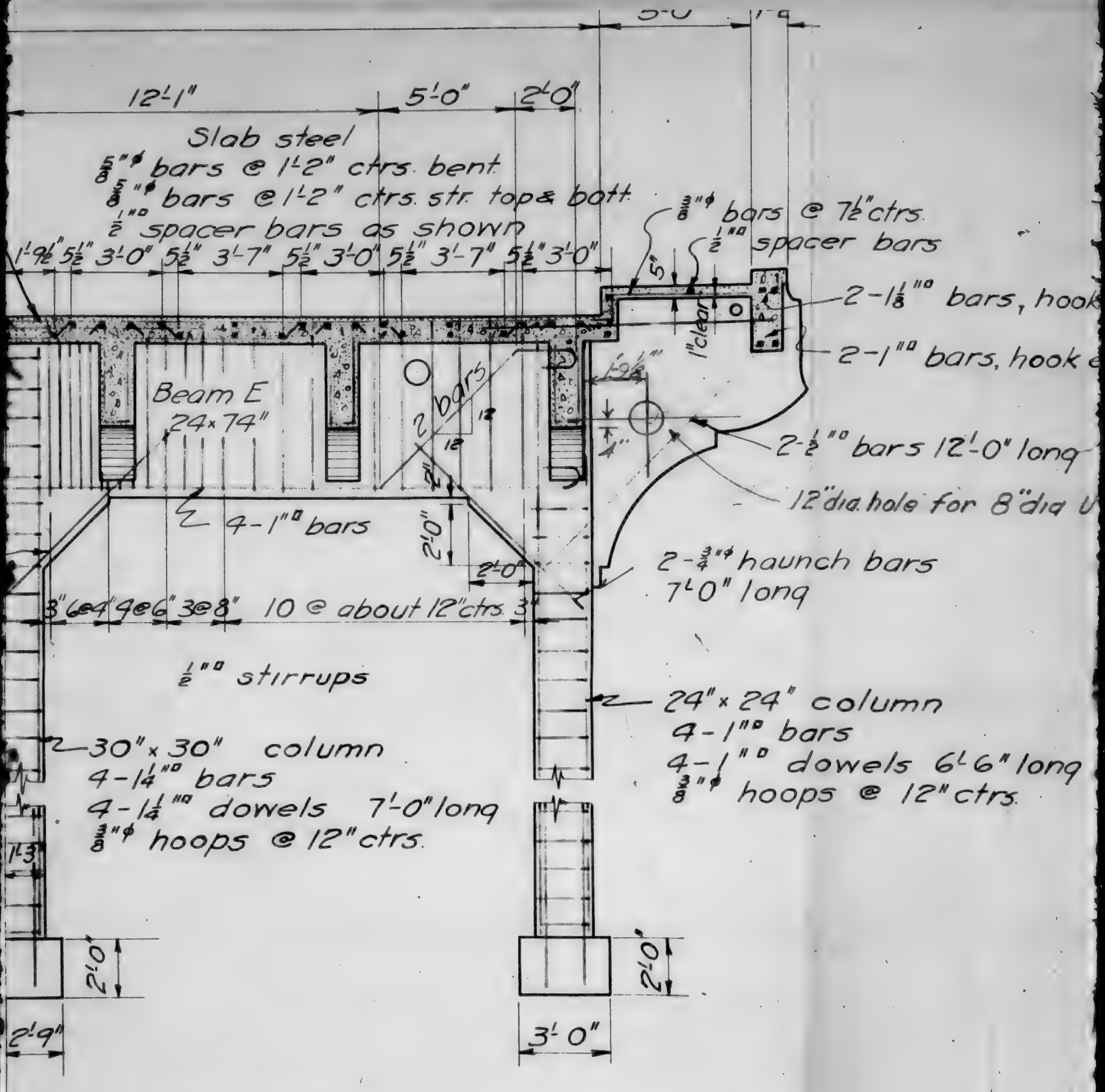


BEAM C
18" × 71"

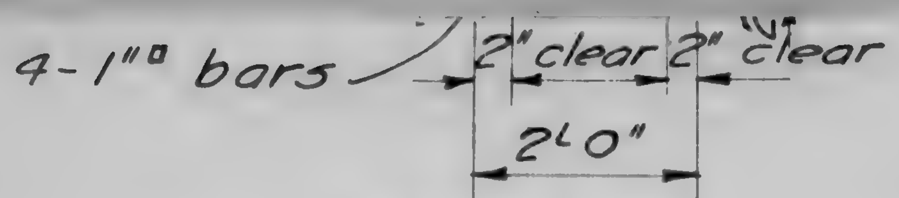
BEAM F
12" × 45"


1'-2"
5'-0"
40'-0"
Beam E 2-1¼"ϕ bars 36'-0" long
Beam E-2-1¼"ϕ bars 20'-0" long
2-½"ϕ bars 9'-0" long
2-1¼"ϕ bars 12'-0" long
3" C.I. drain pipes @ center of each span on both sides of bridge
2-1⅛"ϕ bars
2-1"ϕ bars hooked ends
12" hole thru all transverse bms
2-1"ϕ bars
1'-9½"
5½"
5"
2'-3"
2'-6"
@ ℄
Beam F 12"×45"
1'-9½"
2-1"ϕ bars
2"
6'-6"
6 equal sp.
6 equal sp.
3"
3"
3"
3"
3"
9"ϕ hole thru all brackets for future pipe line
½"ϕ stirrups
2-¾"ϕ × 7'-0"
3"
8" dia. Utility pipe
1'-3"
2'-9"

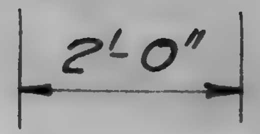
SECTION D-D



SECTION C-C
Scale 1/4" = 1'-0"



BEAM D
24"×84"



BEAM E
24"×74"

BEAM D

Scale

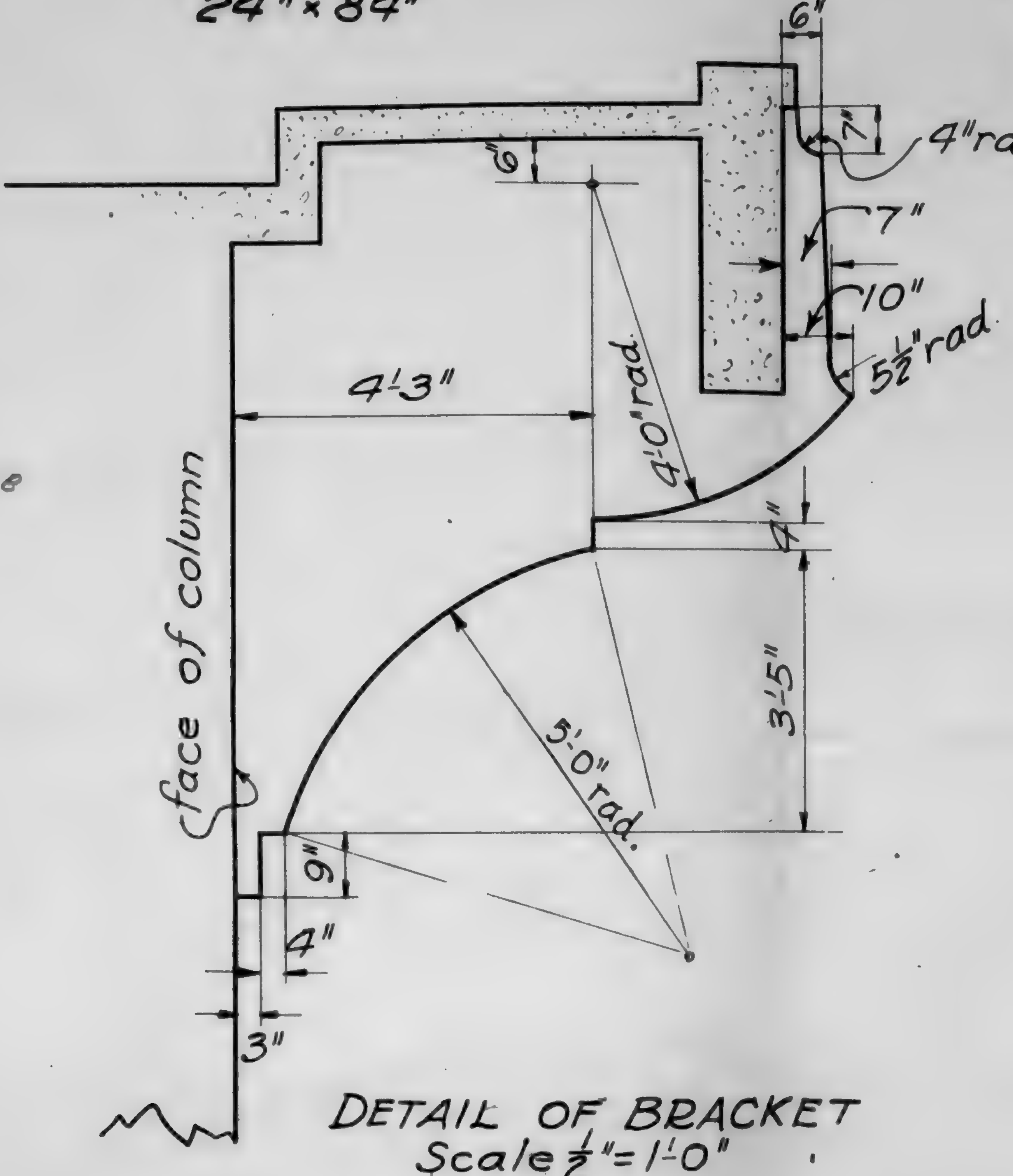
hook ends

ook ends

ong

dia Utility pipe

ong



DETAIL OF BRACKET
Scale ½"=1'-0"

Approved:

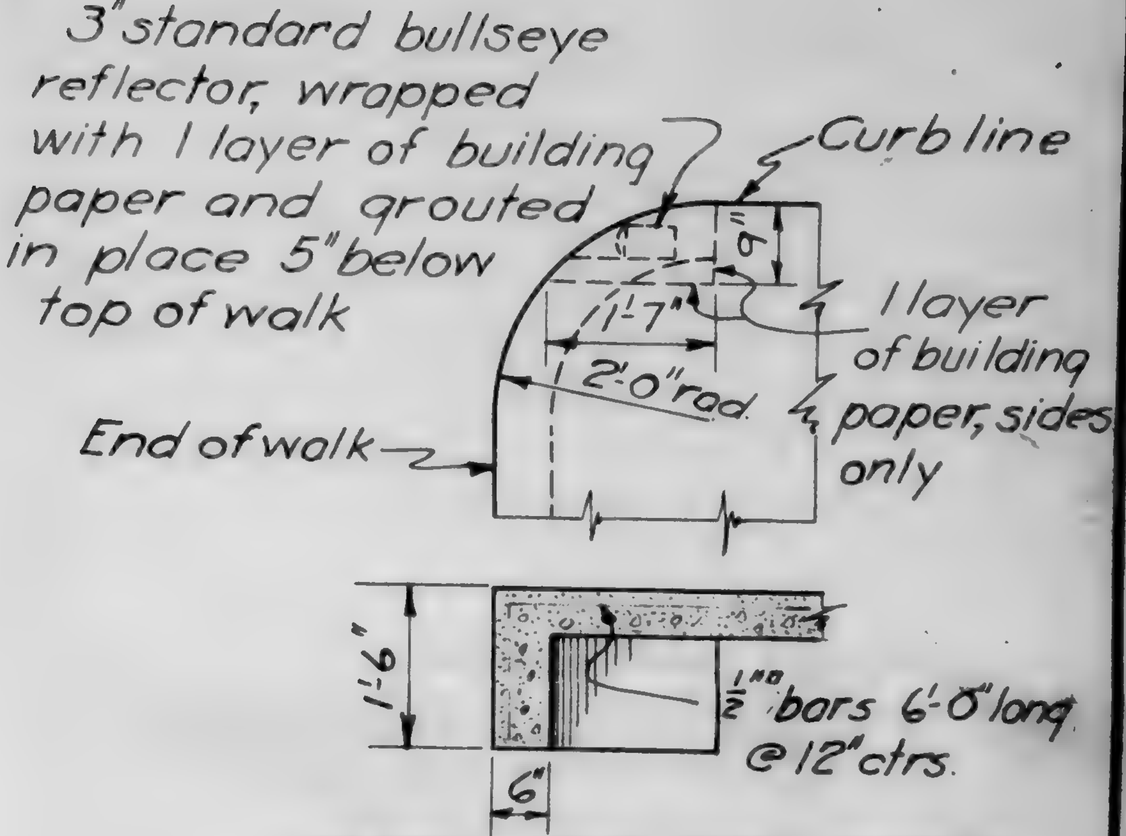
Revised May 5,1931

Bridge Engineer

State Highway Engineer

E
74"

AM DETAILS
Scale ½" = 1'-0"


3" standard bullseye reflector, wrapped with 1 layer of building paper and grouted in place 5" below top of walk
Curb line
9"
1'-7"
2'-0" rad.
1 layer of building paper, sides only
End of walk
1'-6"
½"ø bars 6'-0" long @ 12" ctrs.
6"

DETAIL FOR REFLECTOR
Scale ½" = 1'-0"

OREGON
STATE HIGHWAY COMMISSION
DESIGN OF

BEAM DETAILS FOR 4 - 50'-0" R.C. SPANS

CLASS H15 40-0 ROADWAY
FEB. 21 1931 DRAWN BY C.C.S. TRACED BY T.C.R.
CALC. BK. NO. 108 CHECKED BY W.R.S. DRAWING NO. 4198
USED FOR BRIDGE NO. 1579

RECEIVED
JAN 27 1958
FOR FILING

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5301

R

January 24, 1958

The City Council
City Hall
Klamath Falls, Oregon

Gentlemen:

Plans are nearing completion for the West Side Bypass. We have now reached a final design on the interchange at the north end and on the interchange to be constructed at Nevada Avenue. The Nevada Avenue design has been altered to provide access across U.S.R.S. Canal "A" westerly of the bypass in order that the considerable portion of city-owned property lying between the bypass, Link River and Canal "A" be more adequately served. We hope to place all of the grading and structures under contract this year, starting with portions of the contract in March or April.

As per previous understandings, it is proposed that this bypass will ultimately be a four-lane facility, and it has been designed as such. However, traffic at this time does not justify construction of the full four lanes, neither are sufficient funds available to finance the four lanes. We therefore propose to construct the freeway in stage construction. The initial construction will consist of four lanes at all interchanges, cross streets, et cetera, three lanes on ascending grades, and two lanes elsewhere, all designed to the end that the future lane additions can be accomplished without any interference to traffic or loss of construction performed in the initial stage. Traffic analyses indicate that it would be many years before four lanes would be justified throughout. It is not considered desirable or economically warranted to delay the project until sufficient funds are available for four-lane construction in the initial stage. Further, it is quite probable that, rather than to put additional moneys into four-lane construction when not warranted, such moneys could be better utilized on extended construction southerly from the Link River when such funds become available.

In order that there be no misunderstanding, we will appreciate your concurrence in the above proposal and your early attention to this matter will be further appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
JAN 23 1958
FOR FILING

NOTED
W. C. WILLIAMS

ADDENDUM NO.

M-205(9)

Location prospectus, West Klamath Falls Bypass Section, The Dalles-California Highway, Klamath County.

15301

The following addendum is submitted to revise the location prospectus concerning the above mentioned section.

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change second sentence to read: "This highway requires two 12 foot running lanes with 8 foot shoulders with 11-foot climbing lanes on all grades over 3% whose length exceeds 1500 feet. Shoulder areas will receive 0-11 oil mat surfacing.

Paragraph 5: Correct as per original prospectus.

Paragraph 6: Change last sentence to read: "The deviation will be 8-foot shoulders."

Paragraphs 7 through 10: Correct as per original prospectus.

Attachment: The attachment to the original prospectus is cancelled and superceded by the attachment to this addendum.

Attachment.

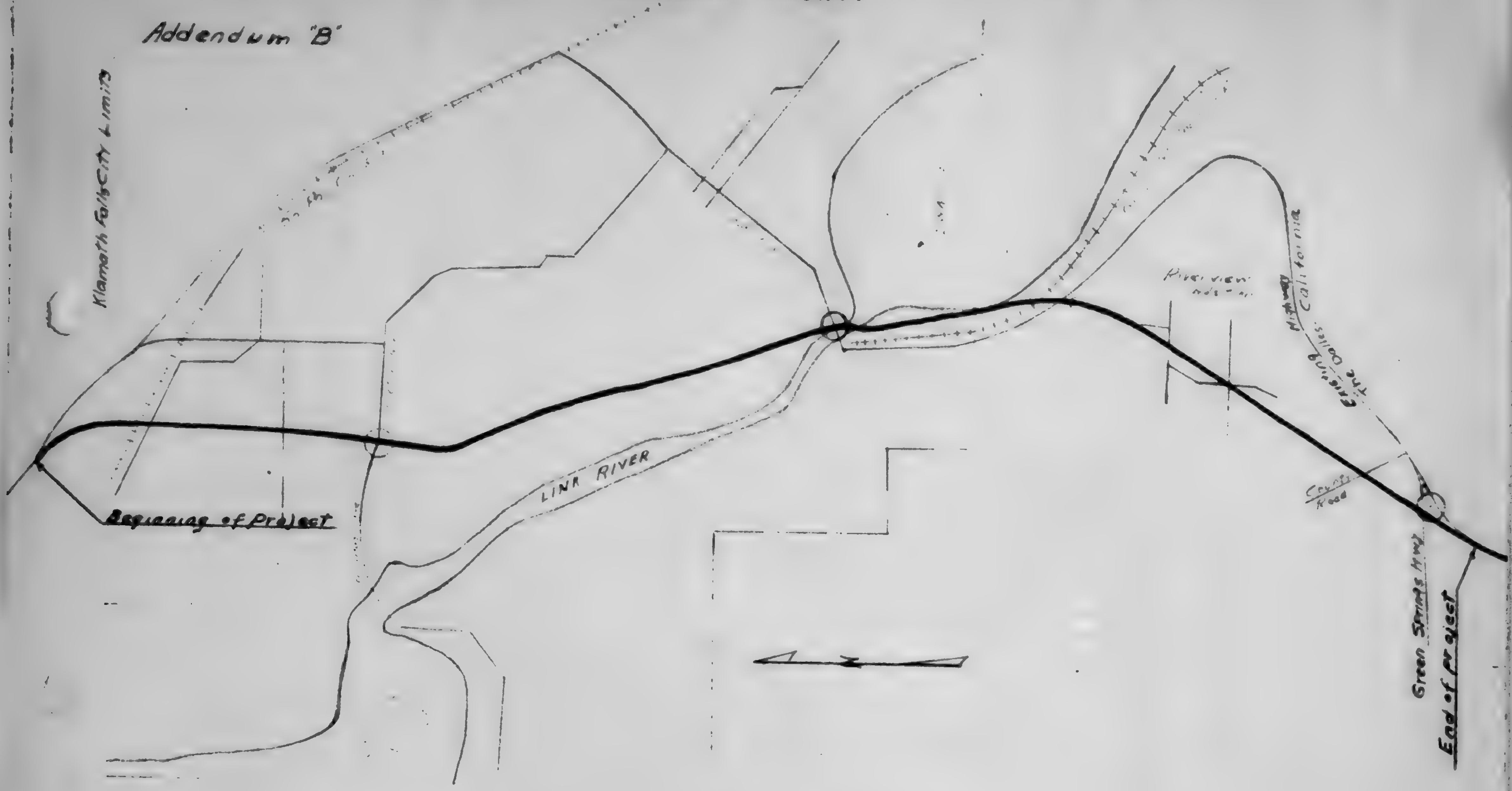
Distribution:

W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift
Reid Meritt
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
G. L. Decker
I. A. DeFrance

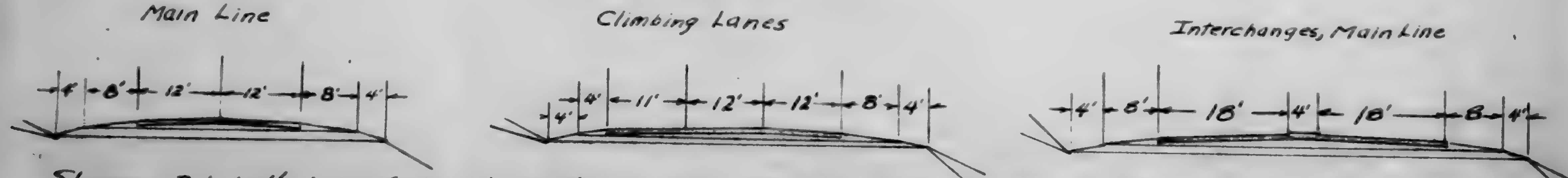
RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
WEST KLAMATH FALLS BYPASS – THE DALLES-CALIF. HWY.
KLAMATH COUNTY

Addendum "B"



TYPICAL SECTIONS



Slopes – 3:1 to 1½:1 in fill, 1:1 to 1½:1 in cut. Tentative Base Design – 18½" Base, 2" Level, 3½" A.C. Wearing
0-11 Oil mat on shoulders

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JAN 27 1958
FOR FILING
OREGON DISTRICT
U-205(9)

5301

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Cooper
By State Highway Engineer
info.

08-35

January 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information and files there is attached a copy of the Assistant Administrator Paul F. Royster's January 7, 1958 letter to Senator Morse together with a copy of a letter from Fred B. Robinson dated November 29, with attachment. All pertain to the Klamath Falls bypass section.

Very truly yours,

C. G. Polk
C. G. POLK
Division Engineer

Encls.

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1958
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JAN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

22-10

Jun 7, 1958

Honorable Wayne Morse
United States Senate
Washington 25, D. C.

Dear Senator Morse:

Mr. Tallamy has requested me to reply to your communication of December 10 with letter of November 29 and enclosures from Mr. Fred E. Robinson and Miss Kathleen M. Vaughn, concerning the proposed Westside Bypass in the vicinity of Klamath Falls, Oregon.

The section of the proposed highway in which Mr. Robinson and Miss Vaughn are interested is included in the Federal-aid primary system which establishes its eligibility for improvement with the participation of Federal-aid funds. Under the Federal-aid legislation and procedures, the State highway department initiates individual projects for highway improvements, and subject to the approval of Public Roads on projects involving Federal-aid funds, selects the alignment, prepares the plans, acquires the right-of-way, and supervises the construction. The State has not included in its current program involving Federal-aid funds any project for the improvement of this highway in the vicinity of Klamath Falls.

Prior to theapproval by Public Roads of a State's plans and authorization to the State to proceed with the physical construction of any highway improvement involving Federal-aid funds which bypasses or goes through any city, town or village, it is necessary that the State comply with the public hearing requirements of Section 116(c) of the Federal-Aid Highway Act of 1956, which provides that:

> "Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town or village, whether incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic effects of such a location: Provided, That, if such hearings have been held,

> a copy of the transcript of said hearing shall be submitted to the Commissioner of Public Roads, together with the certification."

We understand that a public hearing in connection with the proposed Westside Bypass at Klamath Falls was held by the State on October 17. Your constituents may be assured that the information brought out in public hearing, developed by the State's studies, or furnished from other sources, will be considered in Public Roads review of any request from the State for the participation of Federal-aid funds.

Copies of this correspondence are being forwarded to Public Roads division engineer who administers Federal-aid matters in Oregon for his information.

The letter and enclosures from Mr. Robinson and Miss Vaughn are returned as requested. If we may be of further service, please let us know.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

Enclosure

cc: B. M. French

1160 Cresc [illegible] Ave.
Klamath Falls, Oregon
November 29, 1957

Senator Wayne Morse
Eugene,
Oregon

Dear Senator Morse:

This letter is from a group of us who call ourselves the Westside By-pass Opposition. It's purpose is to alert you to the proposed - and NEEDLESS SQUANDERING of a million and a half, perhaps even several million dollars of federal money.

As you perhaps know, the Oregon State Highway Department is committed to building the so-called Westside By-pass here in Klamath Falls. The last estimate of it's cost was 2.5 million dollars, with sixty percent, or 1.5 million to come from the federal government. The history of such jobs, even some estimates, already indicate the ultimate cost will be double this figure or even more. Regardless of what the final amount is, Uncle Sam will undoubtedly have to pick up the tab for the sixty percent.

Our objections are twofold. First, as residents and property owners of the California-Conger Avenue section our property is going to be ruined if this highway goes where the surveys now have it. Organizing in self defense, we have petitions signed by the owners of several hundred thousand dollars worth of homes in the area, asking that a re-study of the proposed routing be made with a view of moving it elsewhere. If it goes through as now proposed, well over a million dollars worth of residential property will be depreciated from one-third to one-half in value.

We have sound, valid reasons for our objections, aside from what it is costing us in loss of property values. In the approximate 2.5 miles of it's length this by-pass necessitates two cloverleaf deals, three overpasses, and a very complicated overpass-underpass bridge arrangement at Link River. The cost cannot be other than fantastic.

Furthermore, there are other routes available. One of these is largely constructed already, and could be completed for a lot less money than the Westside By-Pass will require.

Actually, there is good reason to question the competency of the Oregon Highway Department's engineering in this entire project. This is evidenced by a certain news broadcast over our local radio Station K.F.J.I., 7:45 A.M. news, November 14, 1957. Copy of this broadcast is attached. It is almost unbelievable that such an oversight could occur, but it appears their Mr. Swift admits that it did.

In a larger sense all of us are federal taxpayers, too, and as such are interested in getting value received for our federal tax dollar. Taking this view of the matter, if our government is going to put up most of the money, that money should be spent in building a modern, four lane highway capable of handling the military traffic of the future. Certainly the Federal-

PR 1251

Aid Highway Act of 1956 contemplated this use, among others. Yet this Westside By-pass is to be a dinky little two lane highway which will be obsolete by modern standards before it is built.

Military adequacy certainly deserves some consideration, but it is being entirely ignored. One can hardly conceive of a worse bottleneck than the series of overpass-underpass bridges at Link River and Main Street. With aerial bombings a definite possibility of the future, one well placed bomb could knock out this entire group of structures, and put Highway 97 out of commission for miles in either direction.

The federal government is certainly vitally interested in our Kingsley Airbase here, for reasons of defense, even survival. One of the possible alternate routes would bring a modern, four lane highway practically alongside this base, facilitating rapid movement of men, guns and munitions in event of war. Surely these factors far outweigh the selfish interests of the factional group who favor this presently proposed route merely to catch the tourist dollar.

You may not care to take sides in this matter for political reasons. However, knowing your ever present concern for the rights of minorities, we know you will want to see justice done.

Of course the paramount issue here is our national defense. Thorough consideration should be given to the elimination of any, and every possible potential bottleneck. In this case it is a decision between three or four overpasses and a river bridge on one 2.5 mile route, as against no overpasses or bridges whatsoever on another route. Certainly the military experts should have a voice in the decision, since fast, through highways are a vital part of our defenses.

This oversight by the Oregon Highway Department's engineers is disconcerting and there may be other mistakes, errors, omission, etc. Before handing over several million dollars of federal tax money it would be smart to have an impartial study and survey of the whole matter, by a group of federal engineers and military strategists. We therefore urgently recommend that you use your influence to have such a survey made at the earliest possible moment.

Thanking you for your consideration of the problems outlined, we remain,

Very respectfully,

Westside By-pass Opposition

by____________________
Fred B. Robinson, Chairman

____
Kathleen M. Vaughn, Sec. - Treas.

FRED B. ROBINSON
1160 Crescent Avenue
Klamath Falls, Oregon

FBR/kv

C
O
P
Y

NEWS BROADCAST - Radio Station K.F.J.L.

7:45 A.M. Nov. 14, 1957

11/13 (6:30 PM)

The joint City-County Planning Commission has warned State Highway Department representatives that that section of Klamath Falls between the proposed West-side by pass and the Link river could be cut off from the rest of the city unless some access is provided.

Dean Swift, Division Highway Engineer from Bend, admitted that this was a factor which had been overlooked in the plans and he promised to study the possibility of under-or-overpasses from that area. An underpass would be possible, he said, at the main irrigation canal, and either an underpass or overpass could be constructed further down toward Conger Street, wherever the grade would permit its construction.

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JAN 10 1958
DISTRICT

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[illegible] 1957
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1957

SUBJECT: File No. 23082 - Bureau of Reclamation
West Side By-Pass
City of Klamath Falls
Klamath County

To: Mr. D. J. Karbee
Ass't. Construction Engineer
O F F I C E

Since April 28, 1955, we have been bogged down negotiating with the Bureau of Reclamation for property they control on the West Side By-Pass, because of our inability to furnish them with plans of our construction.

The property, as you may recall, is in the vicinity of the Nevada Street Interchange, and consists of a canal right of way.

I don't know that the Bureau will need a detailed set of structural plans, but I do believe that they will insist on a general schematic lay-out, before acting on our application.

Can you please advise as to when planning in this area will be completed?

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: Forrest Cooper
R. W. Cozad

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DEC 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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ADDENDUM "A"

LOCATION PROSPECTUS, WEST KLAMATH FALLS BYPASS SECTION,
THE DALLES-CALIFORNIA HIGHWAY, KLAMATH COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 5: Correct as per original prospectus.

Paragraph 6: Change to read "Deviation from the standards set forth for this class of highway in Section 10, Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation will be 11-foot running lanes with 8-foot shoulders."

Paragraphs 7 through 10: Correct as per original prospectus.

11/27/57

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift
Reid Meritt
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
G. L. Decker
I. A. DeFrance

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NOV 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 21, 1957

SUBJECT: West Side Bypass-Klamath Falls

To: Mr. Forrest Cooper
Assistant Highway Engineer
State Highway Department
Salem, Oregon

I recently met with John Howard and the Klamath Falls Planning Commission at one of their regular meetings to discuss matters in connection with the Klamath Falls Bypass, as mentioned in your letter of October 29, 1957.

The point they raised was the access to that portion of the platted City of Klamath Falls lying south of the U. S. Reclamation Canal, west of the proposed bypass and east of Link River, which had become land locked due to our proposed construction. I was in Salem last Friday with this matter in mind and brought it to the attention of Mr. Barbee. We were able to work out a solution with an access on the north end, leading into the Oregon Avenue Interchange, and are at present making a vicinity map at Gobi Street, where it looks feasible for an underpass to serve the south end of this area. As soon as plans have progressed far enough and we know what we can do for these accesses, I suggest Mr. John Howard be apprised of our plans for access to this area, as the Planning Commission is quite concerned about the matter.

Dean Swift
DEAN SWIFT
Division Engineer

DS:me
cc: Mr. W. C. Williams
Mr. Tom Edwards

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
U-205(9)
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LOCATION PROSPECTUS FOR THE WEST KLAMATH FALLS BYPASS SECTION
THE DALLES-CALIFORNIA HIGHWAY, KLAMATH COUNTY

1. The following prospectus is submitted regarding the West Klamath Falls Bypass Section of The Dalles-California Highway in Klamath County. The northerly terminus of the project is at Station 46+68 of the existing The Dalles-California Highway, which station lies approximately 300 feet southeast of the intersection of Chelsea. The southerly terminus is at Station 38+25 of the existing The Dalles-California Highway, which station is approximately one-half mile southerly of the Green Springs Highway-The Dalles-California Highway junction. The overall length of the project is 5.1 miles.

2. This is to be a location survey for the purpose of preparing construction plans for a two-lane highway through West Klamath Falls. The general route will be from Chelsea southerly through Pelican City and West Klamath Falls crossing Oregon Avenue at the Nevada Avenue-Oregon Avenue junction, thence to the intersection of Main Street and Conger Avenue and across the Link River proceeding southerly to the Green Springs Highway junction. This route will bypass Klamath Falls proper.

3. The general route was laid by Joseph G. Toole. Reconnaissance was run in 1954 by J. G. Toole. Soils reconnaissance has been made but further base design determinations are being made for the section of the facility beyond Station 110+00. Special drainage treatment for a peat bog, Station 200-220, is under study by the Soils Department. No other special drainage problems are anticipated. An economic analysis has been made.

4. The present ADT is 5,000 and the ADT projected to 1975 is 9,000. Traffic warrants a Class "A"-60 highway with a maximum grade of 4.7% and a maximum curvature of 6 degrees. This class of highway requires two 11-foot running lanes with an 8-foot shoulder, with 11-foot climbing lanes on all grades 3% or over whose length exceeds 1,500 feet. Tentative base design for the northerly portion of the project is:

Base Course	18½" Coarse Crushed Material
Leveling Course	2" 3/4"-0 Material
Wearing Course	3½" Asphaltic Concrete

Base design is by G. L. Decker. Tentative base composition for the unit south of Station 110+00 is currently being determined.

5. The estimated rise and fall is 421 feet. The central angle is estimated at 346 degrees. There is no existing alignment for comparison.

6. Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

7. This will be a controlled access highway with interchanges located as follows:

Nevada Avenue-Oregon Avenue - connects with Klamath Falls
Main Street-Conger Avenue - connects with Klamath Falls
Green Springs Highway Junction - connects with Green Springs Highway

NOTED
FORREST COOPER

Separated railroad crossings will be required at Station 18+41 (combined with Pelican Road overcrossing) and at Station 163+03 (combined with highway overcrossing). The U. S. Government Canal at Station 57+00 will be bridged by the Nevada Avenue-Oregon Avenue interchange structure and a structure will be required to bridge the Link River at Station 130+00.

8. Adequate quantities of material are available from the State-owned quarry 2½ miles west of Station 460+00 on the Green Springs Highway. Existing haul roads are satisfactory.

9. Agreements with the City of Klamath Falls will be necessary. The existing facility will be maintained as an alternate route within the city limits of Klamath Falls and abandoned south of the Main Street interchange.

10. There are no State Parks in the vicinity of this project.

11/19/57

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift
Reid Meritt
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
P. M. Stephenson
C. G. Swenson
G. L. Decker
I. A. DeFrance

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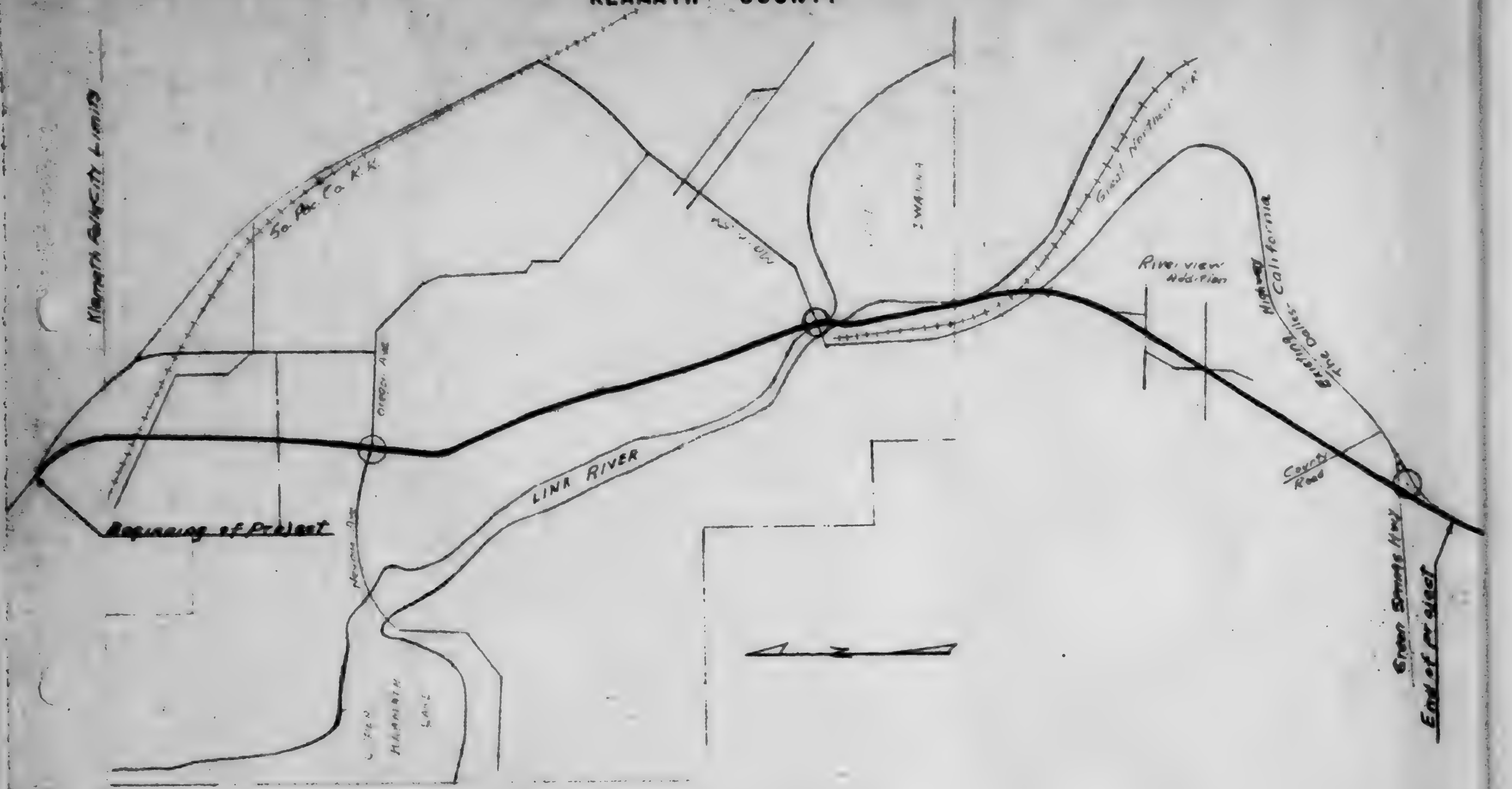
NOV 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
WEST KLAMATH FALLS BYPASS — THE DALLES-CALIF. HWY.
KLAMATH COUNTY

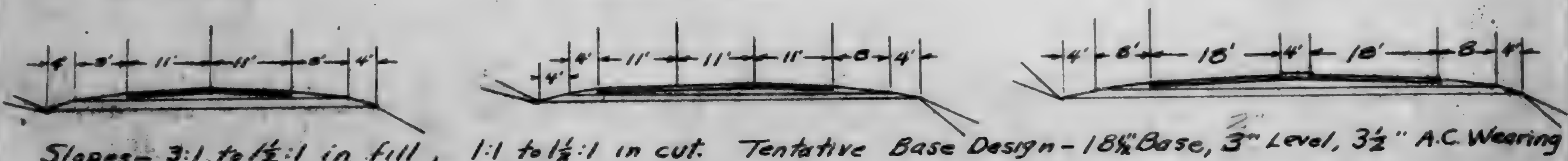


TYPICAL SECTIONS

Main Line

Climbing Lanes

Interchanges, Main Line



Slopes — 3:1 to 1½:1 in fill, 1:1 to 1½:1 in cut. Tentative Base Design — 18½" Base, 3" Level, 3½" A.C. Wearing

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DEC 9 1957
FOR FILING

FORM E-30X—37,500—2-57—1477

U-205 (9)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1957

SUBJECT: West Side Bypass
Klamath Falls

To: Tom Edwards
Construction Engineer
Office

Reference is made to your letter of November 5, 1957, to Mr. Frank Hall wherein you indicated that it had been decided to construct the subject bypass as surveyed, namely two lanes with climbing lanes.

The design capacity for a two-lane freeway with an average running speed of 30-35 MPH, level terrain, and 10 percent heavy vehicles is approximately 13,000 vehicles per day. However, if the average running speed is increased to 40-45 MPH, the capacity reduces to 6,500 vehicles per day. Traffic estimates for the section of the bypass from Oregon Avenue south to Main Street indicate an average daily traffic of 7,700 in 1975. From Main Street to the junction of the Green Springs Highway the 1975 average daily traffic is estimated at 9,700 vehicles per day. Both of these projected ADT's exceed the capacity for a rural two-lane freeway, but are less than the capacity of an urban two-lane freeway. The Klamath Falls Bypass would be more properly classed as rolling terrain which would operate to reduce the traffic capacity as against the volumes as have been quoted for level terrain. You indicate that the thought is to provide for climbing lanes, which in itself would operate to increase capacity as against the two-lane without such auxiliary lanes. However, it is still doubtful that the increase would give a capacity volume equivalent to that for level terrain.

It is our understanding that the bypass will be designed for speeds of approximately 60 MPH, and it therefore does not seem reasonable that average running speeds will be reduced to the 30-35 MPH range for urban areas. It is more likely that the average speeds will approach or exceed the 40-45 MPH for rural areas.

Although traffic volumes do not indicate an immediate need for four lanes on this bypass, consideration should be given to the construction of the bypass in such a manner that the addition of two more lanes can be accomplished at some future time.

NOTED
G. S. PAXSON

The estimated 1956 average daily traffic on the bypass from Oregon Avenue south is equivalent to or greater than the traffic volumes presently experienced on the Salem Bypass. You undoubtedly will run into the same situation in the instance of the Klamath Falls Bypass as experienced with respect to the Salem Bypass, wherein accident experience, though not extreme in number of accidents, was quite severe in terms of fatalities to the extent that we have stepped up the program for four-lane development on the Salem Bypass.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer
F. B. Crandall
Traffic Engineer

cc: Forrest Cooper
G. S. Paxson

RCB:mp
dp

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NOV 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5th, 1957

SUBJECT:

To: Mr. Frank Hall
Chief Designer
Office

I have discussed the traffic count on the West Side Bypass with the Traffic Division and they have made a new determination, as attached.

I have discussed the matter with Mr. Cooper and it has been decided to construct the West Side Bypass as surveyed, namely two lanes with climbing lanes. Widening will be permitted at the interchanges.

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓
J. Al Head
J. A. Rowland

NOTED
FORREST COOPER

RECEIVED
NOV 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 1957
FOR FILING
U-205(9)
5301

November 4, 1957

Mr. Fred B. Robinson
1160 Crescent Avenue
Klamath Falls, Oregon

Dear Mr. Robinson:

Just received is your letter of November 2, 1957 inquiring as to the dates of the Highway Commission's scheduled meetings, particularly the meeting date when the Commission will consider the Westside By-pass Project in Klamath Falls.

I am sorry but I am not in position to state just when the Commission will discuss this matter. The hearing you will recall was conducted by the State Highway Engineer, Mr. W. C. Williams, who will render his report to the Commission on the subject. Mr. Williams' report has not as yet been prepared, and whether or not he will have it ready to present to the Commission at its meeting scheduled for December 5 and 6, 1957 is not presently known. I regret that I am unable to give you the information that you desire.

I might add, however, that the Commission has tentatively set January 16 and 17, 1958 as the date for its meeting following that scheduled for December 5 and 6, 1957.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

Klamath Falls , Oregon ,
November 2 , 1957 .

State Highway Commission ,
Salem ,
Oregon .

Gentlemen :

I would like to know the dates of your scheduled meetings, particularly the meeting date when you will consider the Westside By-pass project of Klamath Falls.

Thanking you for the information sought I remain ,

Very respectfully ,

Fred B Robinson
Fred B. Robinson .

Address :

Fred B. Robinson ,
1160 Crescent Ave.,
Klamath Falls ,
Oregon .

ANSWERED
H. B. GLAISYER

RECEIVED
[illegible]

k

RECEIVED
OCT 30 1957
FOR FILING

U-205(4)

5301

Salem, Oregon
October 29, 1957

Requests of John Howard,
City Planning Commission,
in connection with Klamath Falls
Bypass

Mr. Dean Swift
Division Highway Engineer
Bend, Oregon

Recently when Mr. Williams was in Klamath Falls, Mr. John Howard, Chairman of the City Planning Commission (whose address is City Hall, Klamath Falls), told Mr. Williams that he had some minor matters in connection with the Klamath Falls Bypass that he would like to discuss with someone.

Will you please make it a point to see Mr. Howard on your next trip to that area and give us a report.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams
Mr. Tom Edwards

(Copy to John Howard)

R

RECEIVED
OCT 30 1957
FOR FILING

U-203 ([illegible])

5301.

October 29, 1957

Mrs. Robert Weaver
2465 Oregon Avenue
Klamath Falls, Oregon

Dear Mrs. Weaver:

Recently when I was in Klamath Falls conducting a hearing on the West Side Bypass, you asked me to inform you of the approximate date that the State would need the property which you have on Oregon Avenue.

While our final plans for the award of the contract have not been completed, it would appear that we will probably be in a position to proceed by March of 1958. This is the best information available at this time.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me hi

K

JOHN W. CUNNINGHAM

RECEIVED
OCT 30 1957

FOR FILING
U-205(9)
FILE ~~692~~
5301

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON, IDAHO, CALIFORNIA

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

PHONE CAPITOL 8-4765
1112 PORTLAND TRUST BLDG.,
PORTLAND 4, OREGON

October 28, 1957

?

Mr. Glen Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Glenn:

We have your letter of October 23 with drawings showing the suggested location of a sewer line across the Link River bridge at Klamath Falls. This location, passing through the outside brackets, is exactly what we had in mind, but we have been rather reluctant to suggest it because we feared that you would want to conceal the pipe. However, in its site, and with the future bridge passing over the top, the present Link River crossing is utilitarian rather than ornamental, and we see no particular objection to a visible pipe.

The next step is to discuss with Taxi Thomas, the City Engineer, his future sewer planning. If the crossing is to be a pressure line from a pumping plant, the 8" or even a 6" pipe will be ample for a considerable increase over present population. However, if Taxi foresees considerable growth on the west side, or if a gravity sewer can be worked out, a larger size might be advisable.

Very truly yours,

JOHN W. CUNNINGHAM & ASSOCIATES

By John W. Cunningham
John W. Cunningham

JWC:mdb
cc - Mr. E. A. Thomas, City Engineer
Klamath Falls, Oregon

Copy made for Mr. Stephenson

RECEIVED
OCT 29 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
OCT 25 1957
FOR FILING

U-205(9)

5301

Salem, Oregon
October 18, 1957

Link River Bridge
Klamath Falls
(Sewage system)

Mr. Tom Edwards
Construction Engineer
Department

I am attaching copies of correspondence which are self-explanatory and which refer to the matter of the sewage pumping plant just northerly from Link River in the Main Street area of Klamath Falls.

Will you please review our design in that area to see that proper consideration has been given to the cost of revamping the sewers or pumping facilities.

When we are sure we are on the right foot, please furnish me the information requested by Mr. Cunningham and a rough draft of a letter of reply.

Forrest Cooper
Deputy State Highway Engineer

FC:ms
Encl.
cc Mr. W. C. Williams
Mr. G. S. Paxson

Encl
10-15 + 10-14 letter

FORM E30—50M—5-50—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1957

SUBJECT: Link River Bridge
in Klamath Falls

To: Mr. Forrest Cooper

Herewith print of a letter from Mr. Cunningham concerning the sewage system at the Link River Bridge in Klamath Falls. I have answered this letter advising that we have not yet reached a final decision on the interchange at Main Street. He informed me that the present pumphouse is quite a complicated affair and would cost from $60,000 to $75,000 to duplicate. He further advised that with the changes they are making in the sewage system in Klamath Falls a much smaller and simpler pumphouse would be adequate and that if we were to rebuild the pumphouse because of our operations, the probable cost of one adequate for their needs would cost from $15,000 to $20,000.

G S Paxson
G. S. Paxson

GSP:gm
Attached

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
OCT 16 1957
FOR FILING

U-205(9)

5301

October 15, 1957

Mr. John W. Cunningham
1112 Portland Trust Building
Portland 4, Oregon

Dear Mr. Cunningham:

I am attaching hereto plans for the Link River Bridge on Main Street in Klamath Falls. In putting a pipe line on this structure we would insist that it be concealed from any view from the street. Our plans show that 12" conduit holes were placed in each transverse beam. This structure, however, was built many years ago by the County, and I am not sure that these plans were exactly followed. I would suggest that you check before going too far with the design of the pipe line.

We have not been able to reach a final decision on the traffic interchange which will carry the new westside bypass over Main Street at the bridge and I can not advise you at this time whether or not the pumphouse will be interfered with.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

JOHN W. CUNNINGHAM
F. B. ZEIDLHACK

CONSTRUCTION
VALUATIONS
REPORTS
DESIGN

JOHN W. CUNNINGHAM & ASSOCIATES
CONSULTING ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
OREGON, WASHINGTON, IDAHO, CALIFORNIA

PHONE: CAPITOL 8-4765
1112 PORTLAND TRUST BLDG.,
PORTLAND 4, OREGON

FILE 692

October 14, 1957

Mr. Glenn Paxson
Bridge Engineer, State Highway Dept.
Salem, Oregon

Dear Glenn:

We are making some changes in the Klamath Falls sewer system, and one feature will be a pressure line, probably 8 inches in diameter, coming from the present pump house just West of the Link River, back across to the east side of the river where it will discharge into the intercepting sewer.

We would like to get copies of the drawings showing the cross section and abutment arrangement of the existing Link River bridge,so we can determine just how the support and alignment of this line can be worked out. We understand that there is a water pipe on the north side, so the sewer should be on the south side.

We understand that the Highway Department is planning a high crossing for the new highway, going over the top of the existing bridge. If this structure or the approach fill comes close to the existing pump house on the west side of the river, we should consider it.

Very truly yours,

JOHN W. CUNNINGHAM & ASSOCIATES

By John W. Cunningham
John W. Cunningham

JWC:mdb

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[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1957
FOR FILING

FORM E-30X—25M—9-55—98209

U-205(9)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1957

SUBJECT: File No. 23082 - U.S. Bureau of Reclamation
Klamath Falls West Side By-Pass
Klamath County

To: Mr. D. J. Barbee
Ass't. Construction Engineer
OFFICE

In May of 1955 the Bureau of Reclamation was contacted relative to the above acquisition. This property is situated near the proposed Oregon Street Interchange, on the West Side By-Pass.

Before the Bureau of Reclamation will consider our application, they must have at least a preliminary plan of our proposed structure that will cross their facility.

Will you please advise when such plan will be available? We will then endeavor to re-activate the matter with the Bureau of Reclamation.

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: Forrest Cooper

RECEIVED
OCT 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1957

V-505 (1)

5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1957

SUBJECT: File No. 23142
West Side By-Pass
Klamath Falls

To: Mr. D. J. Barbee
Ass't. Construction Engineer
OFFICE

Approximately two months ago, Mr. Julian Eccles, whose residence is at 220 Conger Avenue, Klamath Falls, called at this office in an effort to determine how his home site would be affected by the proposed Klamath Falls By-Pass. I recall at that time we were unable to give him any definite information, but told him just as soon as a design was completed, he would be advised.

Is our design far enough along in the area near the Link River crossing so that Mr. Eccles may be given more definite information?

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: Forrest Cooper

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133 3M REVISED 6-[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 5 1957
FOR FILING

U-205(9)

5301

NOTED
W. C. WILLIAMS

July 31, 1957

Mr. Julian Eccles
220 Conger Avenue
Klamath Falls, Oregon

File No. 23142
Klamath Falls
West Side By-Pass
The Dalles-California Highway

Dear Mr. Eccles:

Since your visit to this office, I have checked with the Design Department, and find that the interchange design at the intersection of the proposed West Side By-Pass and Main Street is not complete. The matter is being worked on both by our Department and the U.S. Bureau of Public Roads, but it is not anticipated that it will be completed in the immediate future.

As this design materially affects your property, it is not deemed wise to negotiate with you until we are sure what is required. I will continue to push this matter as fast as I can, and will advise you just as soon as we have something definite to discuss.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: W. C. Williams
R. W. Cozad

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1956
FOR FILING

U-205(?)

5301

May 16, 1956

Oregon State Highway Commission

Gentlemen:

Last year you approved the survey for the Klamath Falls West Side By-pass from the north limits of Klamath Falls southerly to the Link River and authorized the acquisition of right of way. You did not, however, approve that portion of the survey extending from the Link River southerly to the Green Springs Highway junction.

There is considerable building development now in progress within this area, and it is recommended that you approve the southerly extension of this survey and authorize the purchase of such right of way as is in danger of enhanced right-of-way value by reason of cultural development.

I attach hereto a map showing the extension of the Klamath Falls By-pass, which extends from Station 130+00 on the north to Station 253+71.82 on the south, for which survey approval is now requested.

This matter will be on the next agenda.

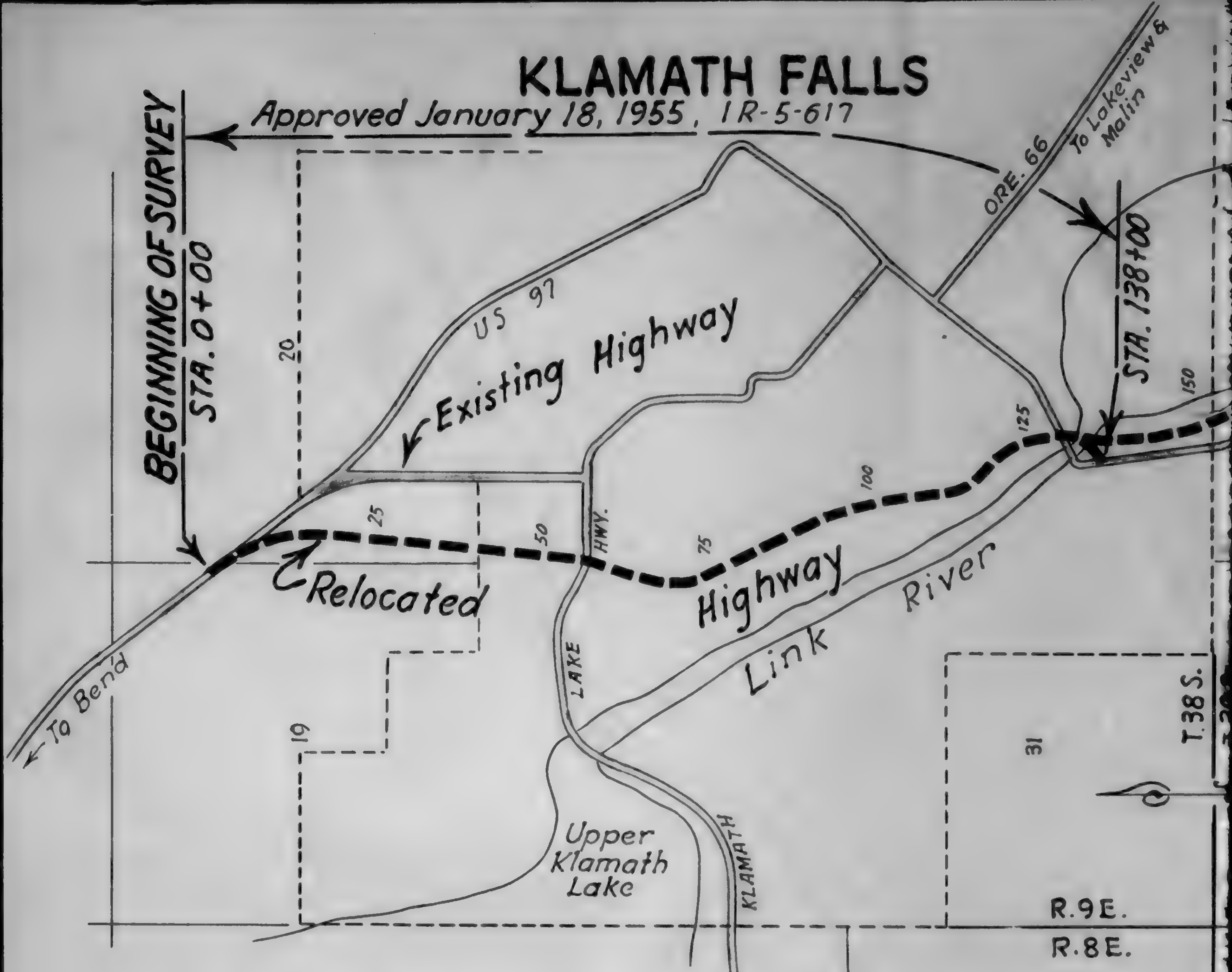
Very truly yours,

R. H. Baldock
State Highway Engineer

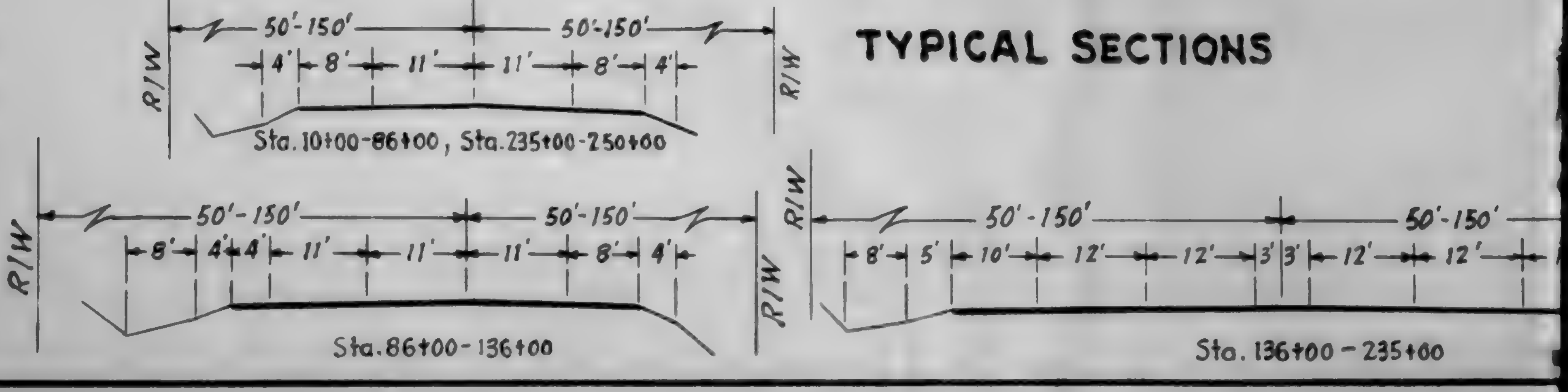
Attachment

cc Mr. Forrest Cooper
Mr. R. L. Porter

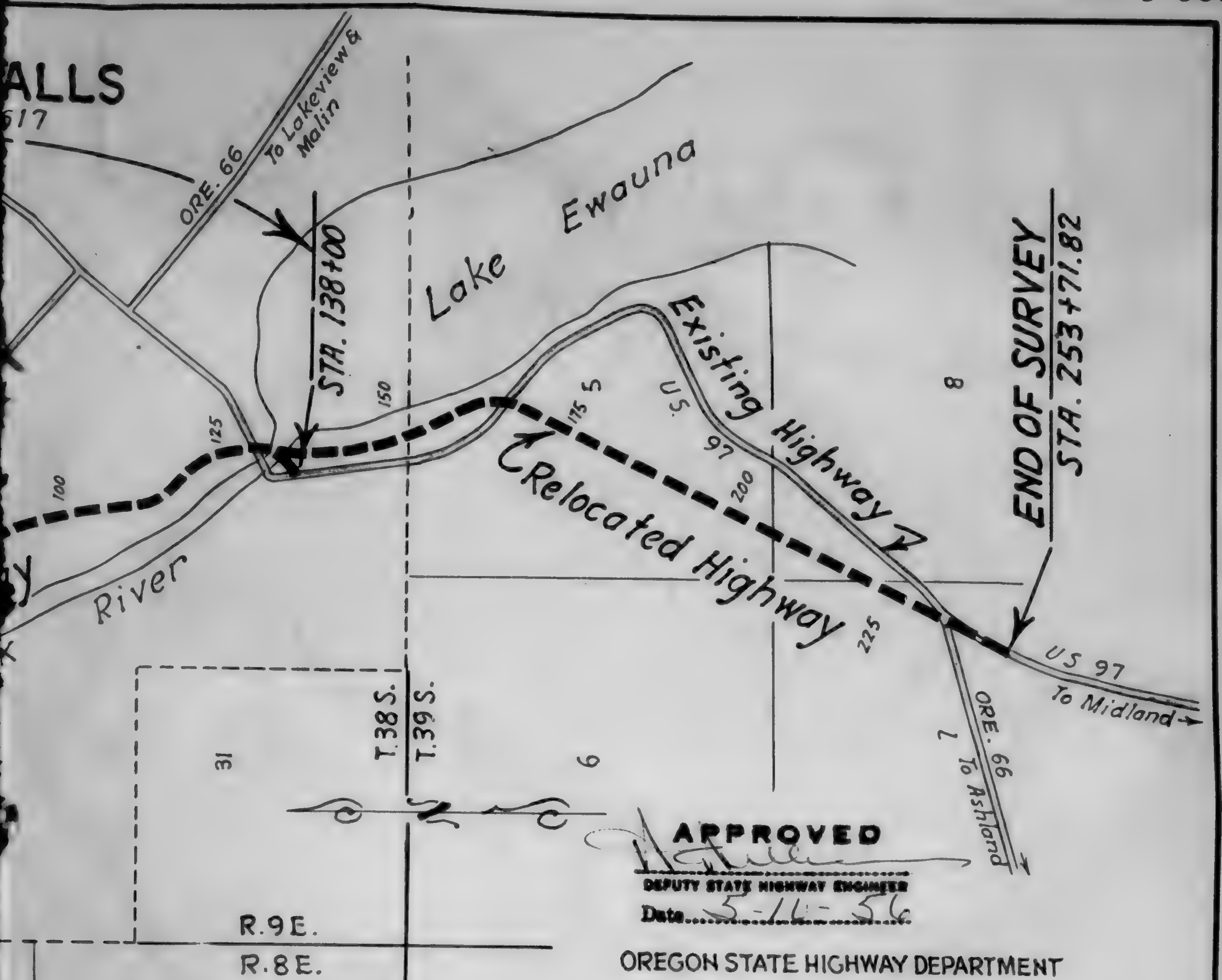
KLAMATH FALLS



TYPICAL SECTIONS



1R-5-888



APPROVED

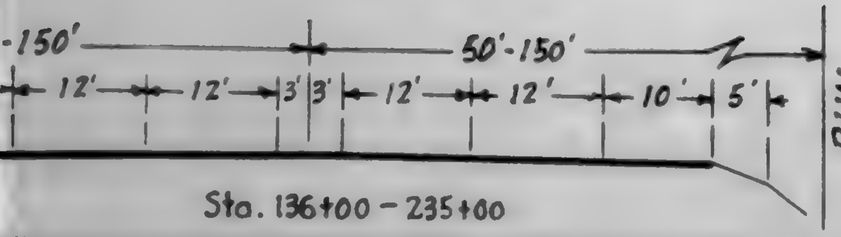
A. Allen
DEPUTY STATE HIGHWAY ENGINEER
Date 5-11-56

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

KLAMATH FALLS-GREEN SPRINGS HWY. JCT. SEC.

THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY
Scale: 1" = 2000'   May, 1956
DRG. NO. 1R-5-888
For details see Drg. No. 7B-36-16, Jan., 1955

L SECTIONS



Sta. 136+00 - 235+00

RECEIVED
APR 23 1956
FOR FILING

11205(4)

5201

April 23, 1956

Mr. Fred B. Robinson
1160 Crescent Avenue
Klamath Falls, Oregon

Dear Sir:

I have been delayed in replying to your letter of November 4 with reference to constructing a freeway along the irrigation canal in Klamath Falls, as considerable study has been necessary to determine relative costs, et cetera, of your proposal.

The facts of the matter, as determined by our studies, indicate that such a proposal is nowise feasible. The cost of constructing a viaduct over the canal is many times the cost of constructing a highway under ordinary procedures.

As to the matter of moving the canal, fencing the canal, or changing it underground, advise that the State Highway Commission has no jurisdiction or authority in this matter and, therefore, cannot be a party to any such proposal.

Very truly yours,

R. H. Baldock
State Highway Engineer

Mr. W. C. Williams
cc Mr. Forrest Cooper

WCW:me fn

RECEIVED
FEB 15 1956
FOR FILING

U-205(3)

5301

February 15, 1956

Mr. John D. Burg
5608 Altamont Drive
Klamath Falls, Oregon

Dear Sir:

Right-of-way descriptions have been completed for such portion of your property as will be needed for construction of the Klamath Falls West Side By-pass, and I am advised by the Right of Way Engineer that an agent will contact you within 10 days, or sooner, to negotiate for the property required.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. R. L. Porter

FORM E30—50M—2-55—62956

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1956

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Reference is made to your note attached to a letter from Mr. John D. Burg of Klamath Falls, regarding acquisition of property on the proposed interchange at the Green Springs-The Dalles-California Highway Junction.

The descriptions for this property were submitted to our office on January 28th, and turned over to Mr. McCallister for checking. He apparently sidetrack them for some other project, but upon receipt of your note we reactivated the files and they will be delivered to the Right of Way Department today.

Forrest Cooper
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

RECEIVED
FEB 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEEN & BURG

O.K. Rubber Welders for TIRES

WORLD'S FINEST RECAPPING — GUARANTEED NATION-WIDE

[illegible] KALAMATH FALLS, OREGON

January 30, 1956

State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R.H. Baldock
Dear Sir:

In answer to your letter of November 23, 1955 concerning our property on the proposed interchange of the Westside by-pass with the Greensprings highway.

Your field man stopped us from finishing our building On July 26, 1955. I cannot afford to let this building and property lay idle as we have too much money, time and labor invested in this property. We have waited six months and I think this is long enough. We are going to finish this building as soon as the weather permits.

This was to be an O.K. Rubber Welders tire shop thirty feet by fifty feet with parking space. We also had a well drilled which is 192 feet deep. The building has a cement floor and the walls half built. We had hoped to have had this building open for business April 1, 1956.

Time is the essence thereof.

Yours truly,

John D. Burg
John D. Burg
5608 Altamont Drive,
Klamath Falls, Oregon

Williams
Please see me
about this

RECEIVED
FEB 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

When You Think of Tires — Think of Us

RECEIVED
DEC [illegible] 1955
FOR FILING

FORM E-30X—50,000—10-54

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14th, 1955

SUBJECT: US #97-Green Springs Jct.

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Referring to the matter of writing descriptions for the acquisition of property from John D. Burg near the proposed junction of relocated US #97 with the Green Springs south of Klamath Falls, will you please do whatever is reasonable to speed this matter up. Some weeks ago Mr. Baldock directed a letter to Mr. Burg in which he says:

"One of our right-of-way agents will call on you in the near future with a view to purchasing the right of way which we require."

Will you please act accordingly.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
NOV 23 1955
FOR FILING

November 23, 1955

Mr. John D. Burg
5608 Altamont Drive
Klamath Falls, Oregon

Dear Mr. Burg:

I am very sorry for the delay in answering your letter of August 10 regarding the site of our proposed interchange, the west side by-pass with the Green Springs Highway.

Since receiving your letter we have investigated our design of this interchange and have modified it somewhat so as to hold property damage to a minimum and still do the job for which it is intended. It is my understanding that some of our field personnel have contacted you and discussed your problem in detail. We now have the problem worked out and one of our right-of-way agents will call on you in the near future with a view to purchasing the right of way which we require.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. R. L. Porter

LHY:dt 1g

Aug 10 - 1955
5608 Altamont Dr.
Klamath Falls, Ore.

State Highway Engineer
R.H. Baldock

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

Dear Sir

I have a peice of ground adjoining the West side bypass on the south End here at Klamath Falls. The 26 of July this year one of your Highway Men stopped us from Building any more our Building is half finished. I seen Mr. Toole he said the turnoff from this road takes in Half of My building. He sent a description of this property to Salem. I would like very mutch if you could tell me what to do. Winter is coming and I cant very well build a block building in the winter time

And Thanks Very Mutch

John P. Burg
5608 Altamont Dr.
Klamath Falls
Ore.

RECEIVED
DEC 15 1955
FOR FILING
FORM 230-H-12½M—6-55—68200

File

U-205 (9)
5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: File No. 23119 - Fink
Klamath Falls West Side By-Pass
The Dalles-California Highway

To: Mr. C. B. Maison
Auditor
Accounting Department
Office

Attached you will find Warrant No. R-136490 in the amount of $3,500.00, payable to Wilma C. Fink. Will you please cancel this warrant because the grantor has requested us to deduct the balance of the current years taxes that are due and against the property that we are holding.

Please acknowledge receipt of this warrant on the attached copy of this letter, show the date of cancellation and return the signed copy to this office for our records.

A new billing will be submitted to your office, requesting a check in the amount of $3,382.62 payable to Wilma C. Fink, and a Revolving Fund Check in the amount of $117.38 payable to the Klamath County Sheriff and Tax Collector.

Jean Ewen, Jr.
Assistant Office Manager
Right of Way

Attached: Warrant No. R-136490

Received Warrant No. __________

(signed) ____________________

Date of cancellation__________

cc: Goldie Lewis
cc: Ruth Keller
cc: R. L. Porter

FORM [illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1955

SUBJECT: Possible Freeway
U.S.R.S. Canal
Klamath Falls

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

I am submitting herewith a report and a map showing the Reclamation Service Canal through Klamath Falls.

This is with reference to your Assignment No. 6188, in which you inquire as to the feasibility of such construction.

Mr. Barbee estimates that the construction of a freeway, the same being in the nature of a viaduct the full length of the canal, would cost about $12,000,000. He also points out that following the present canal with the freeway on a viaduct would result in substandard alignment.

It should also be noted that the regular highway which has been contemplated through this section would cost about $960,000. A big share of the right of way for this project has been already acquired.

In view of the above, I recommend that no further consideration be given this proposal.

L. H. Young
I. H. Young
Assistant Construction Engineer

IHY:dt

Encls.

RECEIVED

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1955

SUBJECT:

To Mr. Forrest Cooper
Construction Engineer

OFFICE

Regarding the plan of constructing a freeway along the route of the drainage canal in Klamath Falls as per the enclosed correspondence, am attaching a white print of this area showing both the freeway and our proposed location northeasterly of the canal.

The plan of the freeway along the canal, as shown, was carried as a viaduct, with sufficient clearance to separate all crossings. The alignment of the canal is entirely too sharp for freeway construction, but no effort was made to improve this alignment except near Shasta Way, where we could not possibly follow the canal.

The construction cost of the freeway is so prohibitive that no effort was made to plan interchanges except at the northerly and southerly ends. The estimated cost is $10,600,000. without any intermediate interchanges. The Traffic Department informs me that the traffic will be local in nature with very little thru traffic. Their maximum count is 9000 ADT (1975) between Main Street and Eberlein Avenue. This would require an interchange at Main Street, Eberlein Avenue and Shasta Way which would bring the construction costs up to about $12,000,000.

The construction cost of our proposed highway is $960,000., or approximately 8 per cent of the freeway.

The additional cost of right of way was not estimated for either route, but believe the right of way costs for the freeway, with the interchanges, would at least equal those for the other route. A large percentage of the right of way for the proposed highway has been purchased.

D. J. Barbee

D. J. Barbee
Urban Engineer

DJB:dt

Attach.

P

RECEIVED
NOV 10 1955
FOR FILING
U-305(9)
5501

6188

November 9, 1955

Mr. Fred B. Robinson, Chairman
Fence the Canal Committee
1160 Crescent Avenue
Klamath Falls, Oregon

Dear Sir:

In reply to your letter of November 4 having reference to construction of a freeway along the route of the drainage canal in Klamath Falls, advise that studies of similar proposals in the past have always indicated excessive costs and not warrantable as a charge against the road user. However, I will be pleased to have an investigation made by our field engineers as to the approximate cost and feasibility. When I have the necessary information I will advise you further as to the proposal you advance.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms

cc Mr. W. C. Williams
Mr. Forrest Cooper

#6188 [illegible]

REFERRED TO
Williams
By State Highway Engineer
Please [illegible] answer. - [illegible] appears too costly to be made

Klamath Falls , Oregon ,
November 4 , 1955 .

Mr. R.H. Baldock ,
State Highway Engineer ,
Salem ,
Oregon .

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir ;

I am wondering if the State Highway Department would be interested in a freeway , at little or no cost for right of way , from the Esplanade street bridge here in Klamath Falls on eastward to South Sixth street , or perhaps even on out to the Merrill highway ? In other words an overhead freeway built over the government " A " canal .

The city of Klamath Falls recently had another child drowning in this canal , and the wave of public indignation brought about the appointment by the Mayor of a Fence The Canal committee , which committee this writer has the honor to head .

In appointing the committee , Mayor Landry emphasized that we were to investigate not only the matter of fencing , but any and all other possibilities for safeguarding our citizens . Proceeding along this line , there appears to be four things that might be done , namely _

1. Fence the canal .
2. Put the canal underground .
3. Move it elsewhere .
4. Use some combination of two or more of the first three .

Looking at the overall picture for a moment , we are thinking of an additional tunnel, from the east portal of the present one , thence under Linkville cemetery , and having its eastern or northern terminus in the vicinity of Almeda and Fulton streets. As your maps will show , this is only a short distance west of the Esplanade street crossing , and safeguarding on to Esplanade would be a small matter . This would permit abandonment of the present open ditch from Prospect street around beyond the high school , and opens up the possibility of the city getting this winding strip of land for a park .

If the canal remains in its present location indefinitely a lining job will be necessary sooner or later , perhaps sooner . Once it was lined piling could be driven along the sides , thus providing supports for an overhead freeway that would pass above the present Main , Eberlien , Shasta Way and South Sixth street traffic arteries . Such an overhead highway would permit cleaning of the canal with a dragline from the side , should it ever silt up , particularly if ramps were constructed here and there to allow getting a bulldozer down into the ditch . Fencing the sides of the canal under the freeway would then make it almost suicide proof .

It is a matter of public record that twentyfive drownings have occurred in this canal in the last thirty years , and the Bureau of Reclamation is under fire for maintaining such a death trap through the city . A damage suit is now in process of being filed against them and public pressure is building up to have something done to eliminate the hazard. Under these circumstances the Bureau appears to be in a mood to consider any feasible plan for correcting the evil . In this connection I have just had , under date of October 28th a letter from Mr. C.H. Spencer , Regional Director of the Bureau of Reclamation in Sacramento indicating that they would like to undertake an engineering study of remedial measures , if they had the money .

It so happens that two of our Oregon congressmen , Senator Neuberger and Sam Coon have looked the situation over personally here , and are ready to proceed with congressional action in order to get us relief . I am sending them a copy of Mr. Spencer's letter , suggesting that their first step be directed toward getting funds allocated for such an engineering survey as Mr. Spencer mentions .

I do not know how the Bureau would regard a proposal to erect a freeway above their ditch . There are some obvious advantages , namely dual use of valuable land and practically a straight line for a highway . The matter appears to be in a state of flux right now and they just might be receptive to such a proposal , especially if the state of Oregon could assist to some extent in lining the canal, and fencing it afterward.

I would like to have your reaction to this plan after you have studied it over , and your opinion as to its feasibility . Should you deem it worthwhile we could undoubtedly arrange for a meeting with the Bureau of Reclamation officials , and a personal discussion of the matter .

Thanking you for your consideration of the proposition I remain ,

Very respectfully ,

Chairman , Fence The Canal
Committee .

Address :
Fred B. Robinson
1160 Crescent Ave.,
Klamath Falls ,
Oregon .

RECEIVED
MAY 24 1955
FOR FILING

U-205(9)

5301

May 23, 1955

Mr. Pete M. Stride
210 Cook Street
Klamath Falls, Oregon

Dear Sir:

Replying to your letter of May 18, I am sorry that you feel you will be inconvenienced by construction of the new West Side By-pass. However, in the construction of an important section of highway such as this, every consideration must be given to the placement of the highway in its proper position so as to best serve the most people at the lowest possible cost. To attempt to move the highway to fit the convenience of one would undoubtedly cause inconvenience to another.

If we take a portion of your property, we must, of course, pay the market value therefor, but if there is no taking from your property the Highway Commission is without authority to recompense you.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me:gm

cc W. C. Williams

Attention Mr. Baldock:

May 18, 1955

W. C. Williams

Dear Sir:

My name is Pete M. Stride, and I live at 210 Cook st. Which is almost in line with your West Side Bypass here in Klamath Falls.

Today I spoke Briefly to your representative who is appraising homes in this area. He seemed to think it was too bad that the state was'nt going to buy my place, and he also seemed to think that I was getting a raw deal, but he said that when a Highway went through someone always got hurt in the bargain. Also he told me that there was nothing that I could do about it. I asked him who the man in charge was and he referred me to you.

My house is located on ~~block~~ lots 1 and 2. Block (110) 10 in Buena Vista Addition.It is inconceivable to me that the state would harm anyones property values the way they are doing to mine without doing anything to rectify the situation. When this highway first came up I talked to Mr. Toole and he told me that you folks were not going to take my house, and I didn't think to much of it, but proceeded to try to sell my house. In fact I had it sold one time but when the party found out the highway was going that close, they backed out and I don't blame them for doing it.

You must realize that when the highway is completed, trucks and cars will be going by whithin 10 to twenty feet of my house. I have two children aged 2 and 4 so you can see why I can't live there. Therefore since I can't sell the house, can't even give it away in fact, because the highway is coming so close, It looks like I'll just have to give it back to the bank and take all the loss.

Well Mr. Baldock here it is in a nutshell, Leagally you folks may be right as rain, but Morally this is just as wrong as anything I have ever heard of.

I hope you will excuse the porr typing in this letter, as I havent ~~doin~~ done any of it for a long time, also I hope you will let me know in the near future if anything can be done to rectify this situation.

Sincerely Yours,

Pete M. Stride

Pete M. Stride
210 Cook St.
Klamath Falls, Oreg.

REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare an answer.

RECEIVED

RECEIVED
MAY 23 1955
FOR FILING

U-205(9)

5301

May 23, 1955

Mr. Lyle Kellstrom
720 Pine Street
Klamath Falls, Oregon

Dear Sir:

In reply to your letter of May 16 regarding the routing of the proposed West Side By-pass through the city of Klamath Falls, I wish to advise that the Highway Commission has no knowledge of the change to which you refer, nor do we have any plans at this time which would indicate a change.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

FC:jv 1g

LYLE KELLSTROM . . . . INSURANCE ADJUSTERS

TELEPHONE 2-2566 720 PINE STREET KLAMATH FALLS, OREGON

May 16, 1955

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

State Highway Department
Salem, Oregon

Attention: Mr. Baldock ✓

Gentlemen:

I am writing to you in regards to the proposed West Side By-pass planned for Klamath Falls, Oregon, by your department. It is my understanding that the route agreed upon with the Klamath Falls City Council comes down the west side of California Street and crosses California near First Street, to continue its route on the east side of Conger.

My home is at 544 Conger, which is at the junction of California and Conger Streets. There have been rumors here lately that the route has been changed and instead of crossing from the west side of California over to the east side of Conger, that it will continue entirely on the west side of California, coming down to the rear of my home.

At the present time I have plans for constructions of a house on the river at this location, and in view of the rumors which are quite prevelant, I am anxious to know at this time whether there is any foundation to the rumor that the route will be changed so that I can plan accordingly.

I have talked with Mr. Toole, resident highway engineer, and also Mr. Thomas, city engineer for Klamath Falls, and both of them profess ignorance as to any possible changes.

I feel that if any contemplted changes in the by-pass route are being considered, that I should be advised so that I will know whether or not I can proceed with the building of a house. May I hear from you promptly in connection with this matter?

Very truly yours,

Lyle Kellstrom

LYLE KELLSTROM

Mr. Williams
State Highway Engineer
Please prepare an answer.

LK:el

RECEIVED
MAY 17 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1955
FOR FILING

11-205 (9)
5301

F.36

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1955

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Building

Dear Sir:

Please be advised that on April 25th we released to the Right of Way Department 60 of approximately 140 descriptions on the West Side By-pass Section in Klamath Falls. Included in the descriptions released are those properties owned by Klamath County and by the City of Klamath Falls. The balance of the descriptions will be released within the next week.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

REFERRED TO
Mayor Lagary
Klamath Falls
Highway Engineer

RECEIVED
APR 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1955
FOR FILING

11-208
5311

36-1
1-18-55

January 28, 1955

Mr. Lorn B. Dalcour, Member
Property Owners Committee
1407 California Avenue
Klamath Falls, Oregon

Dear Mr. Dalcour:

Reference is made to several letters I have received from you with respect to the protest of your group to the construction of a proposed Westside By-Pass Highway through the City of Klamath Falls, in which request is made for a hearing on the subject. As stated to you in my letters of acknowledgment, I brought your communications to the attention of the State Highway Commission at its meeting on January 18, 1955.

I was instructed by the Commission to inform you that a decision with respect to the By-Pass has already been reached, and that acquisitions of the required right of way has already been authorized so a formal hearing on the subject would serve no particularly good purpose. In fact the matter has progressed so far that it is now too late to make any changes. As the matter now stands, the project will go forward when finances permit. The Commission asked me to inform you of its decision so as to allay any misapprehension that you may have that the hearing might do some good for your cause.

The Commission is always ready to give people a hearing on any subject if there are prospects that good will be accomplished. In this instance, however, it seems that a hearing would be of no affect.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Mrs. K. E. Whiteline
1105 Riverside Avenue
Klamath Falls, Oregon

3 f-1
1-18-55

January 28, 1955

Mrs. K. E. Whiteline
1105 Riverside Avenue
Klamath Falls, Oregon

Dear Mrs. Whiteline:

I enclose for your information a copy of a letter that I today directed to Mr. Lorn B. Dalcour, member of the Property Owners Committee of Klamath Falls, with respect to construction of the proposed Westside By-Pass through Klamath Falls.

Please accept this copy as a reply to your letter of December 20, 1954 on the same subject. The information contained therein, I believe, is self explanatory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

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FEB 24 1955
FOR FILING

FU-205 (4)
5301

2 23

Salem, Oregon
January 24, 1955

Agenda Item 3f-2

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 1618

Attached are seven conformed copies of a throughway agreement with the City of Klamath Falls re closure of all streets required for the construction of the Klamath Falls West Side By-pass between Link River on the south and a connection with existing US 97 north of Klamath Falls.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to Paul O. Landry, Mayor, Klamath Falls, Oregon.

Secretary

rn
Attach: 7

P

RECEIVED
JAN 24 1955
FOR FILING

U-205 (9)

5301

January 24, 1955

Hon. Paul O. Landry, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Klamath Falls re closure of all streets required for the construction of the Klamath Falls West Side By-pass between Link River on the south and a connection with existing US 97 north of Klamath Falls, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JAN 24 1955
FOR FILING

U-205 (9)

53.01

January 21, 1955

Honorable U. E. Reeder
County Judge
Klamath County
Klamath Falls, Oregon

Dear Judge Reeder:

The Highway Commission has recently adopted a survey for the West Side By-pass in Klamath Falls west of California Avenue, and consequently, the property which you have been holding for our use along Berling Street will not be needed.

I am attaching a sketch map showing in yellow the County property which will be needed for the new route and a tabulation of the lots and blocks involved. This is merely preliminary information being sent you pending the completion of our survey in about six weeks, when the data will be turned over to the Right of Way Division for formal acquisition of the property. If you will refrain from selling any of this property until we can get the survey and descriptions completed, it will be greatly appreciated.

Mr. J. G. Toole, Resident Engineer, is available to answer any questions.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachments

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. J. G. Toole

HGS:ar 1g

North City Limits Klamath Falls-Green Springs Highway Sec.

The Dalles-California Highway

"WEST SIDE BY-PASS"

* * * * *

County Property to be Required for Right of Way

North Klamath Falls Plat

Block	Lots
4	4 & 5
5	1, 2, 6, 7 & 8
6	1, 2, 3, 6, 7, 8
15	4, 5, 7 & 8

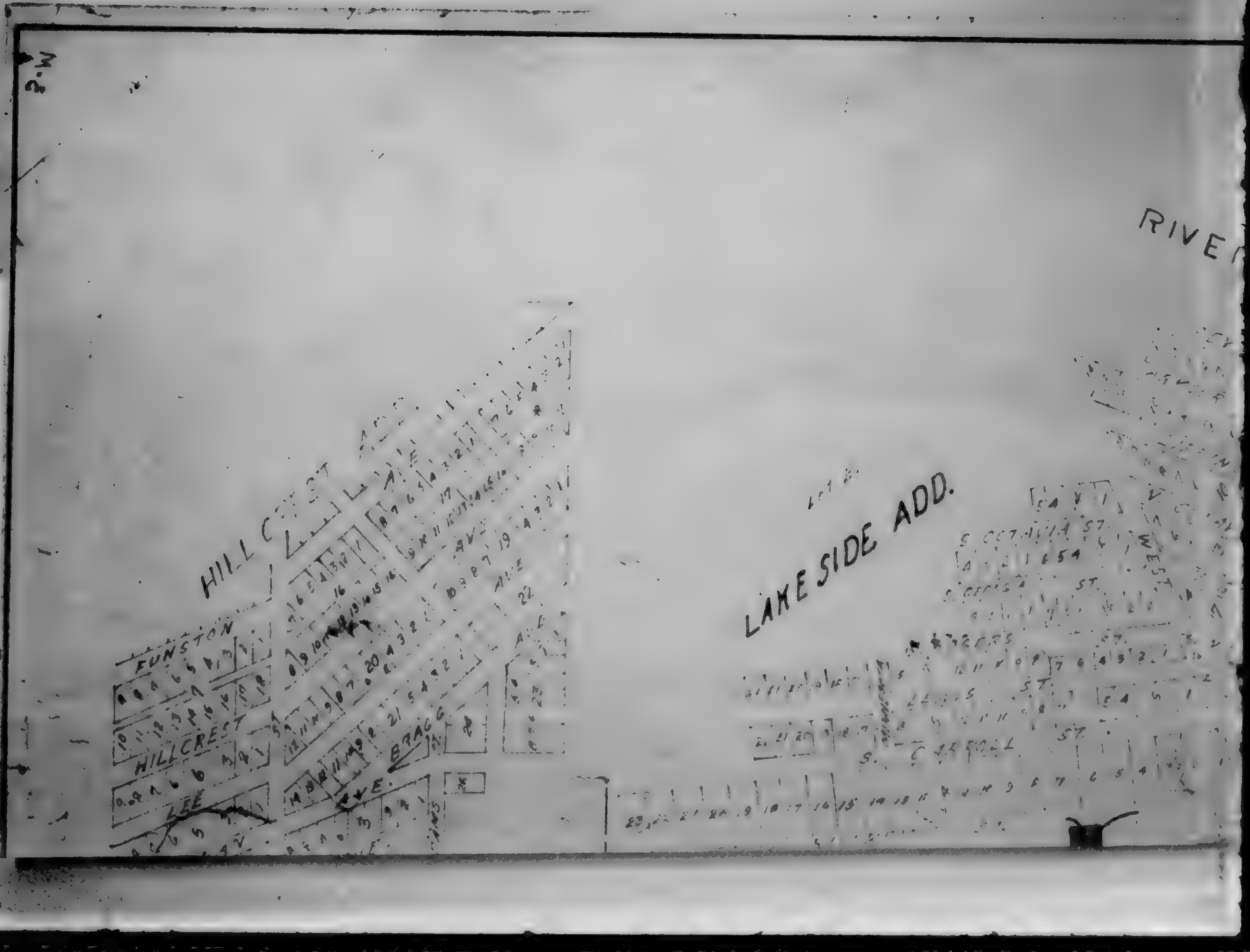
Buena Vista Addition

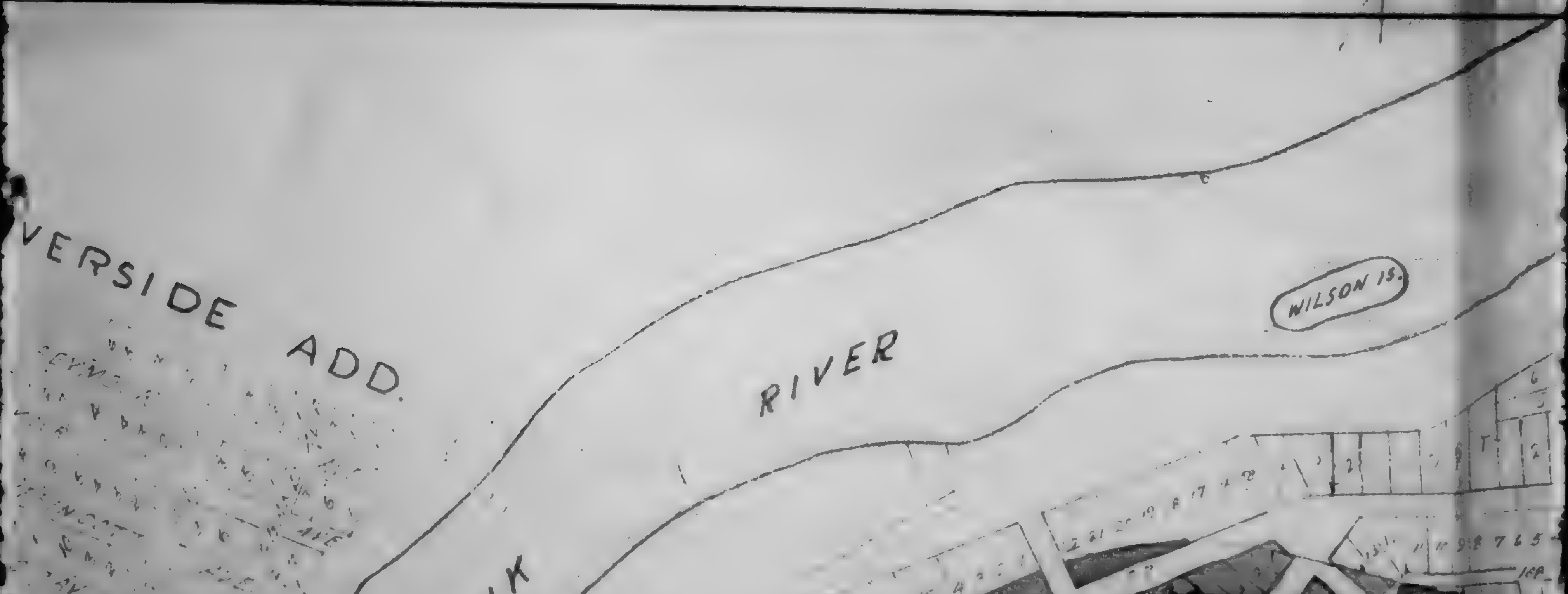
45	4, 3, 5, 6, 7, 8, 9
55	1 & 2
59	11 & 12
79	7 & 8
80	All Block 80
81	All Block 81
121	11 & 12
120	7, 8, 9, 10, 11 & 12
125	3, 4, 5, 6, 7 & 8
126	All Block 126
127	1, 2, 3, 4, 5, 6, 7, 9, 10, 11 & 12
108	14, 15, 16, 17, 18, 19, 20, 21, 22 23, 24, 25, 26, 27, 28 & 29
107	4, 5, 6, 7 & 8
106	1, [illegible], 3 & 12
1[illegible]0	18, 19, 20, 21 & 22
1[illegible]1	1, [illegible], 3, 4, 5, 6 & 7
13[illegible]	5

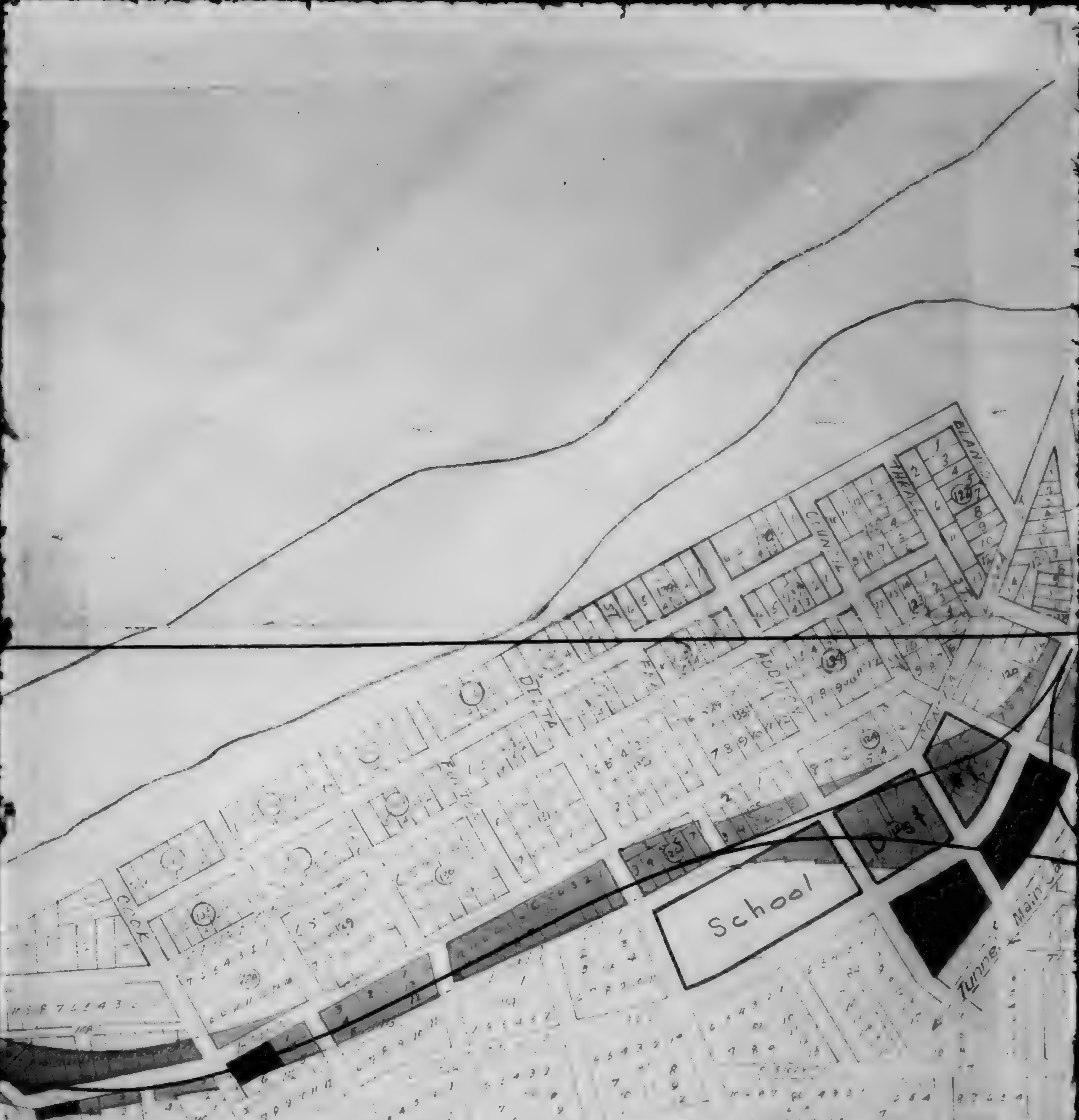
County Property to be Retained for Right of Way, cont'd.

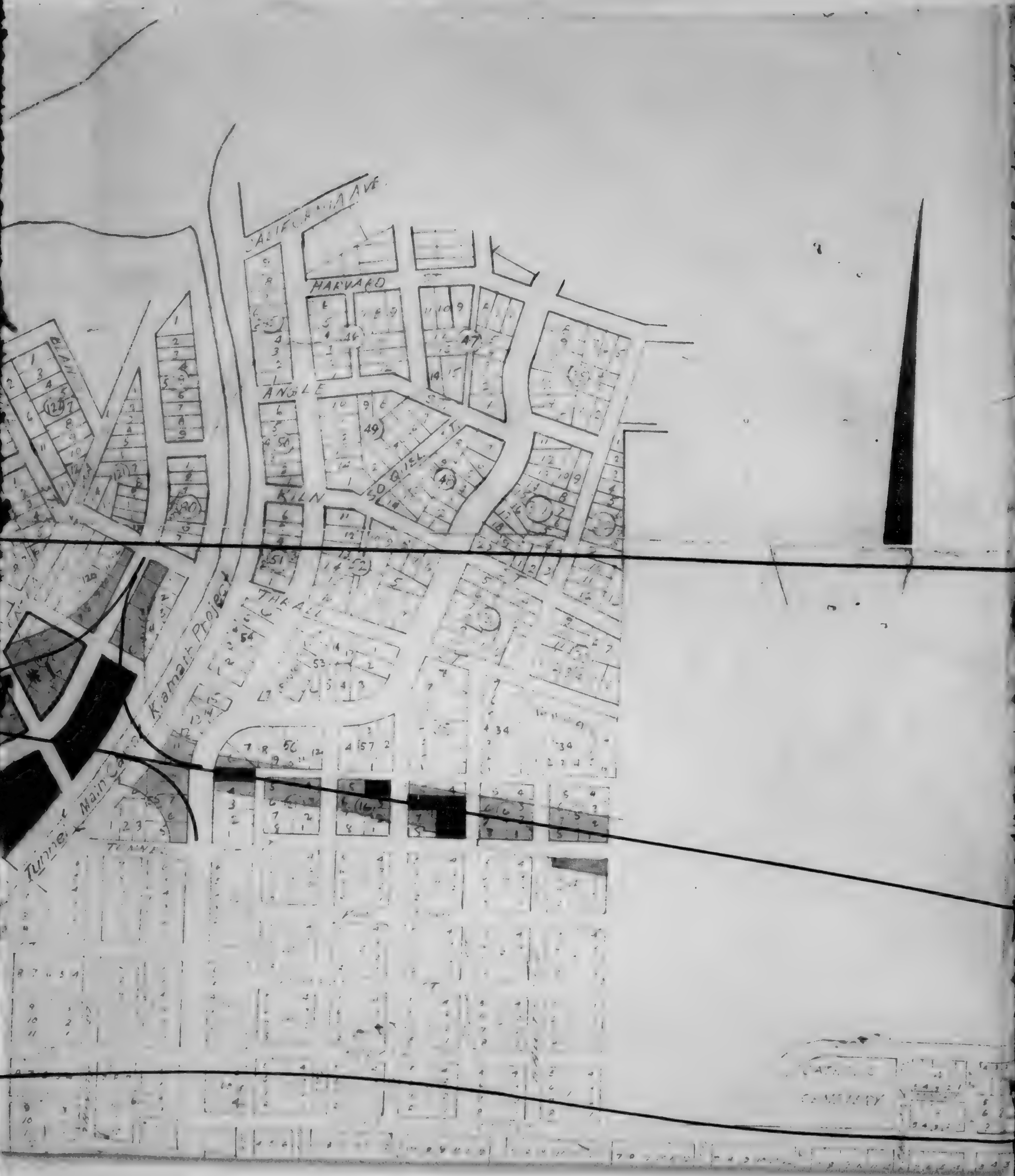
Ewauna Heights Plat

Block	Lots
1	5, 6, 7, 8 & 9
9	All Block 9
13	3
Riverview Plat	
7	15 & 16


RIVE
HILLCREST ADD.
LAKE SIDE ADD.
FUNSTON
HILLCREST
LEE
BRAGG
AVE.
AVE
S. OCTAVIA ST.
WEST
LEWIS ST.
CARROLL ST.


VERSIDE ADD.
LINK
RIVER
WILSON IS.
MILL
ST.
IRP


School
Tunnel Main St
DELTA
ADDITION
THRALL
COOK
120
124
126
130


CALIFORNIA AVE
HARVARD
ANGLE ST
KILN
QUIEL
THRALL
Klamath Project
Tunnel Main Canal
TUNNEL
CEMETERY
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47
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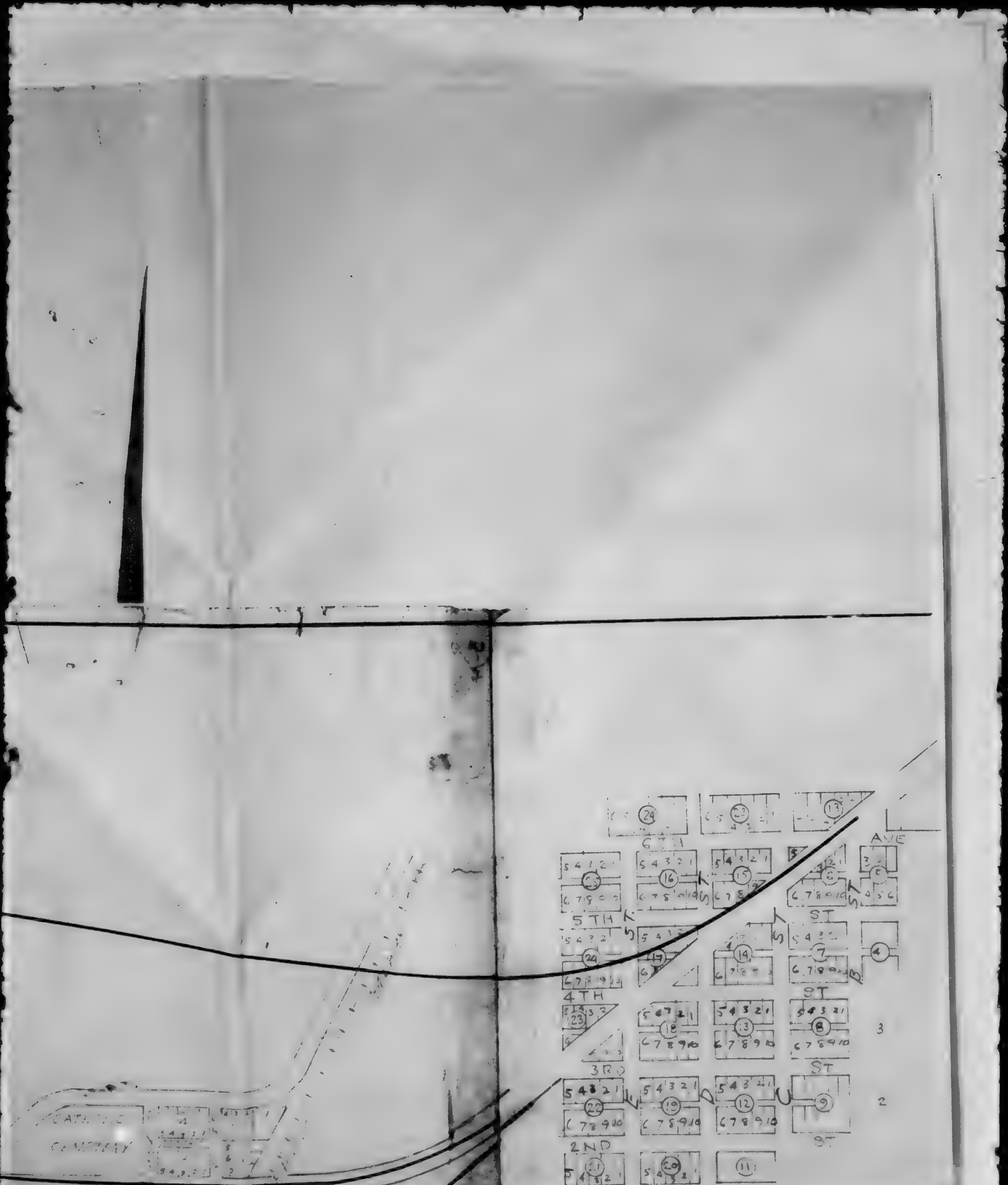
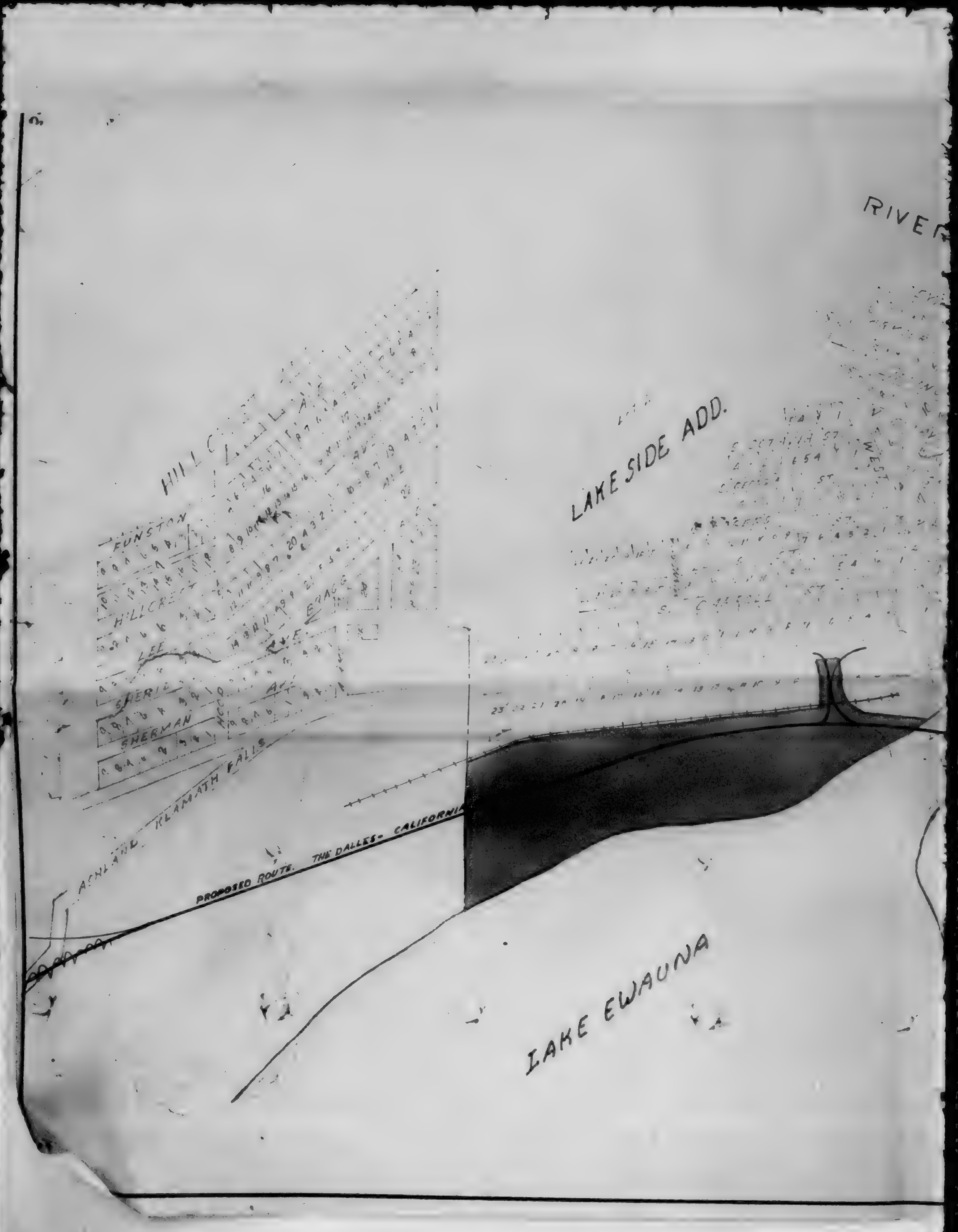
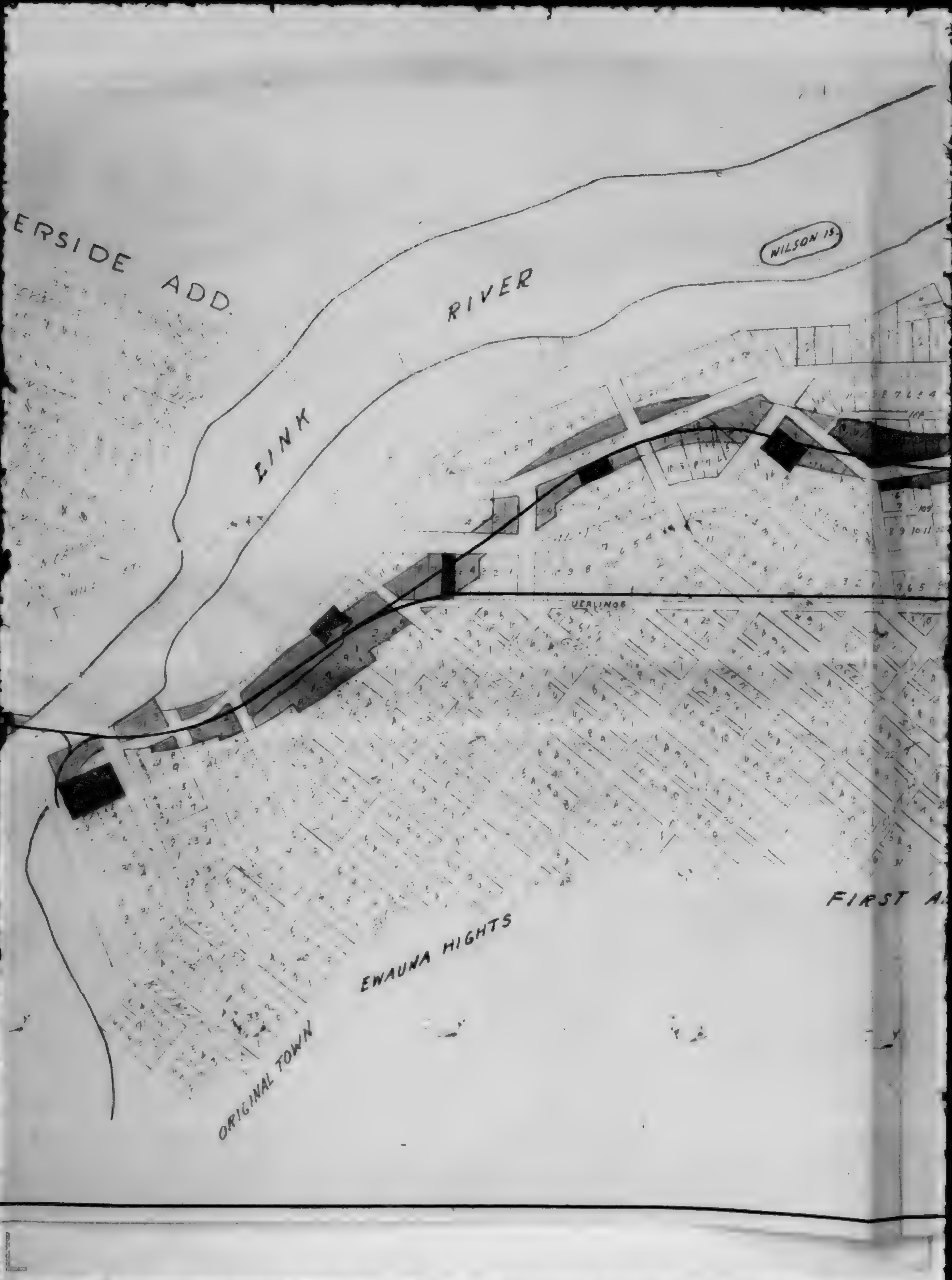
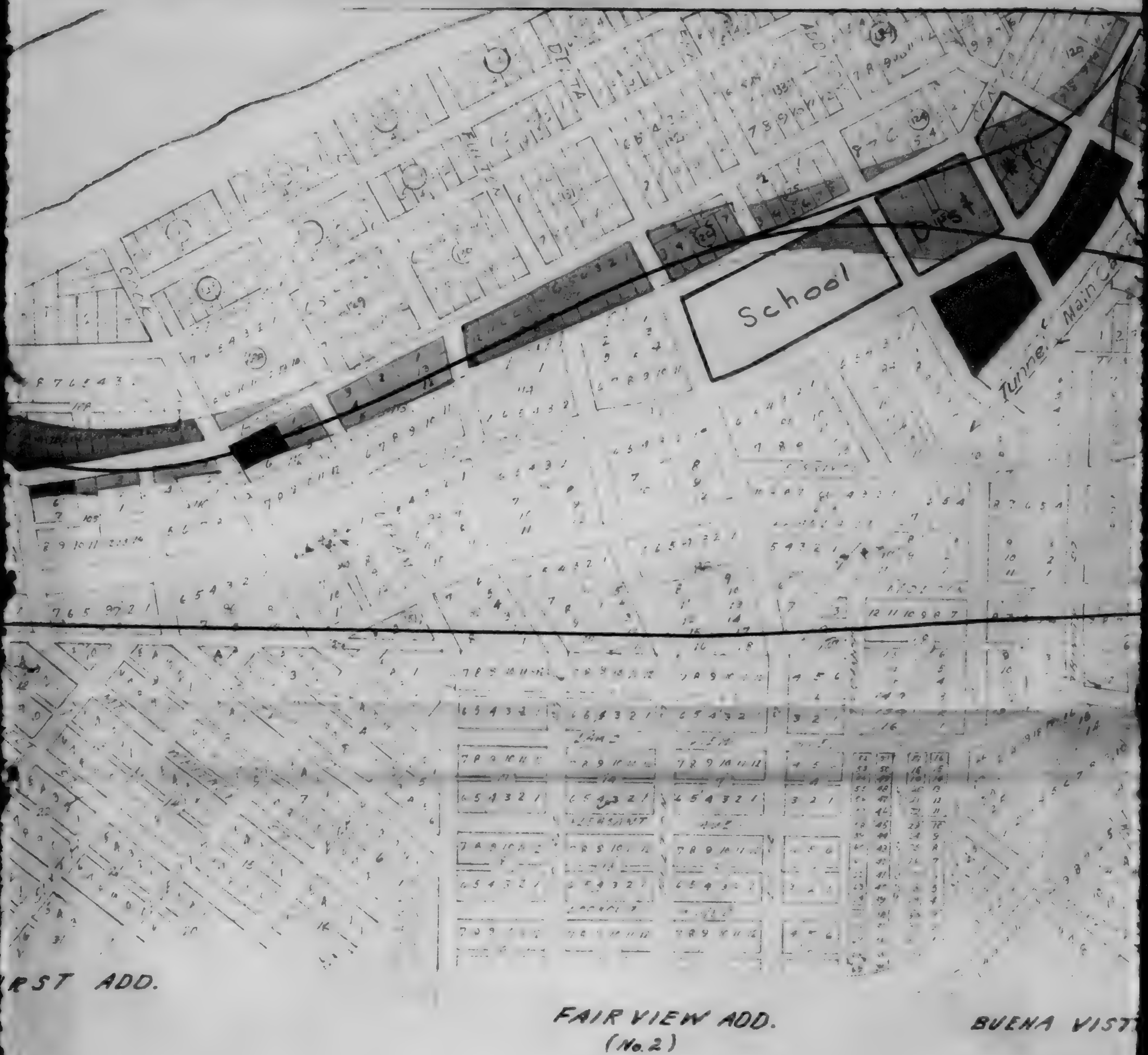
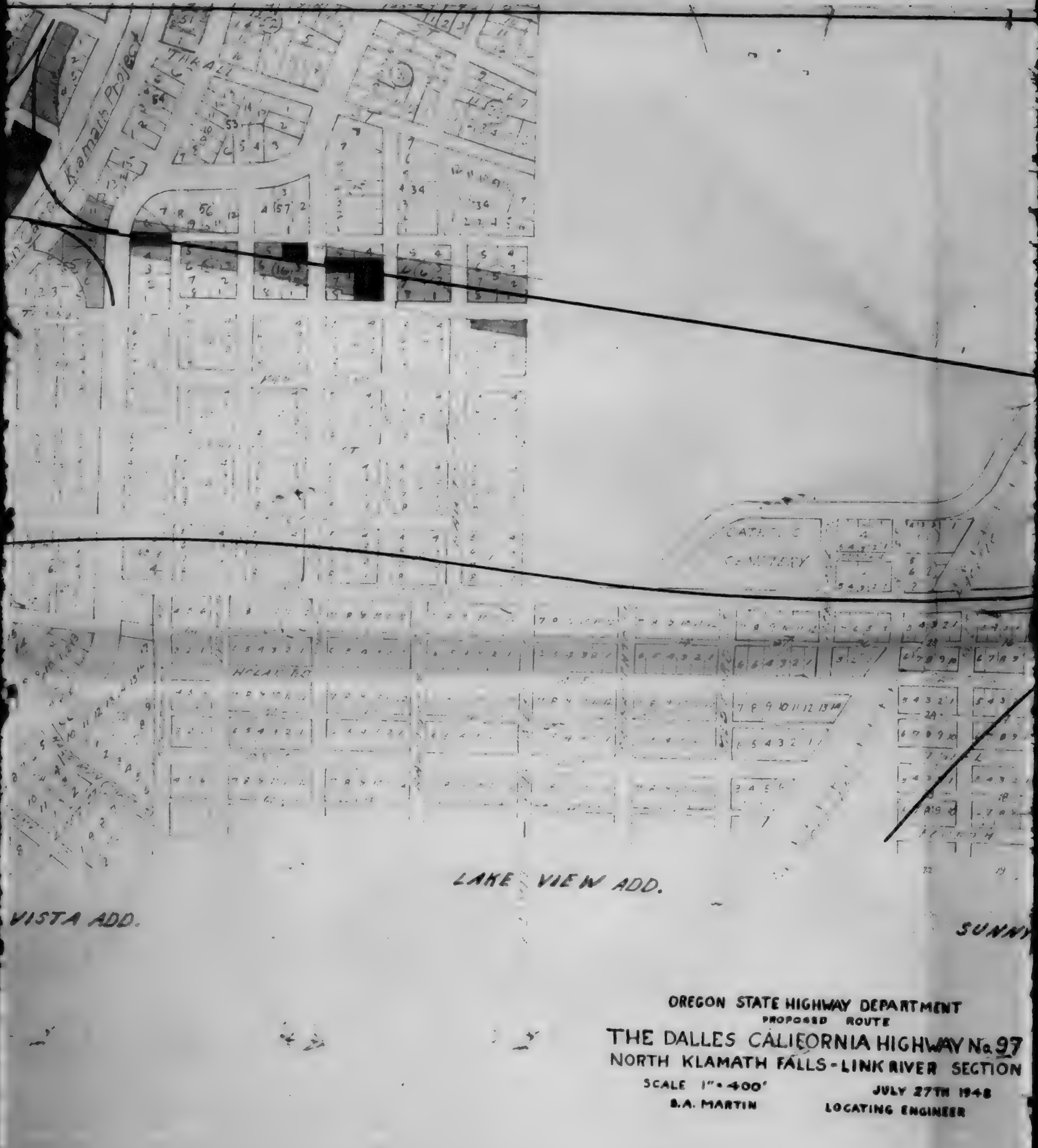
54
56
57
120
121
125
180


6TH
AVE
5TH
ST
4TH
ST
3RD
ST
2ND
ST
BUD
ST
CATHOLIC
CEMETERY
3
2

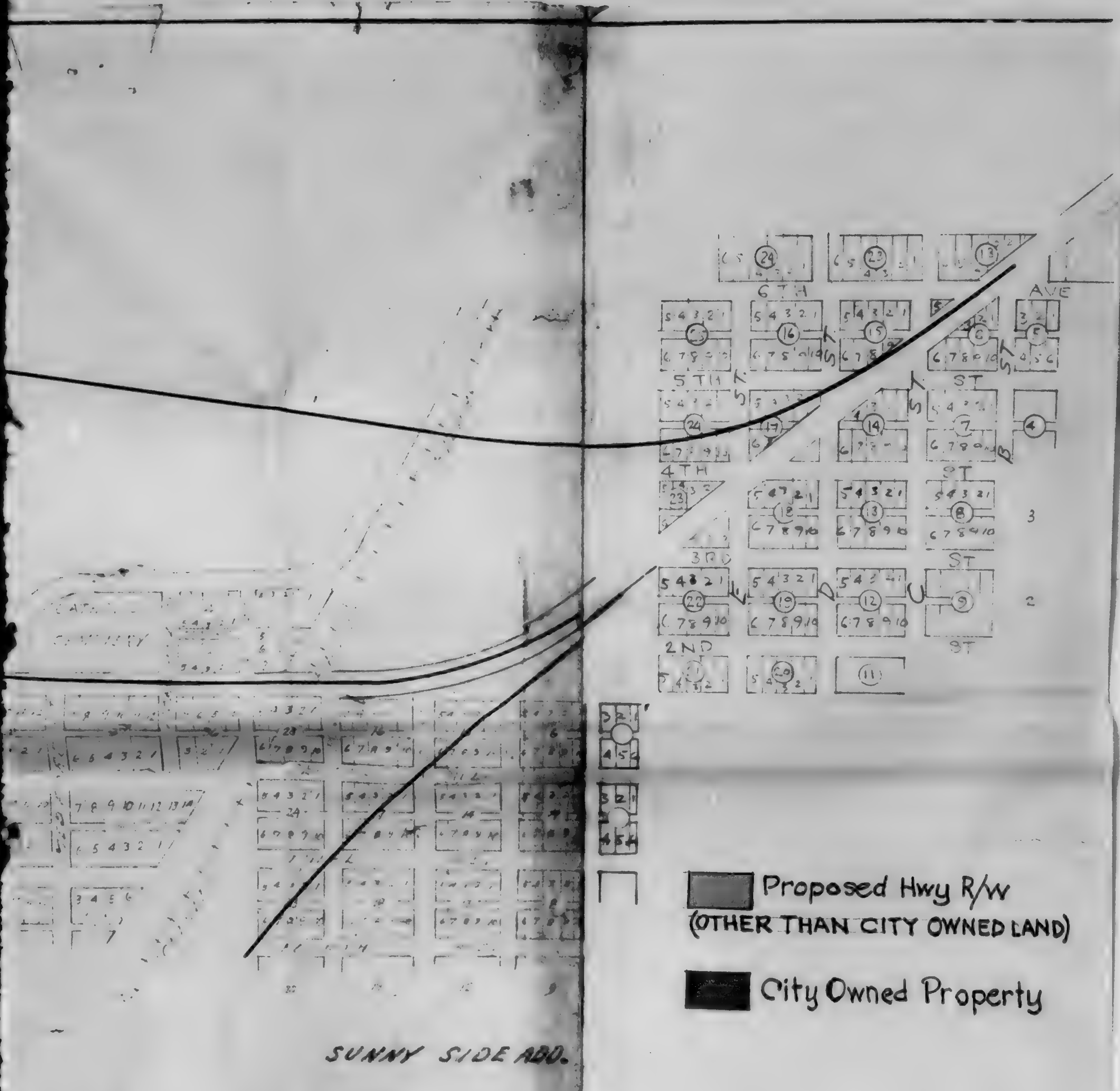

RIVER
LAKE SIDE ADD.
HILLCREST
FUNSTON
HILLCREST
LEE
SHERMAN
AVE
S. CARROLL ST.
ASHLAND KLAMATH FALLS
PROPOSED ROUTE. THE DALLES - CALIFORNIA
LAKE EWAUNA


ERSIDE ADD.
LINK RIVER
WILSON IS.
EWAUNA HIGHTS
ORIGINAL TOWN
FIRST A


School
Tunnel
Main Ca
RST ADD.
FAIR VIEW ADD.
(No. 2)
BUENA VIST



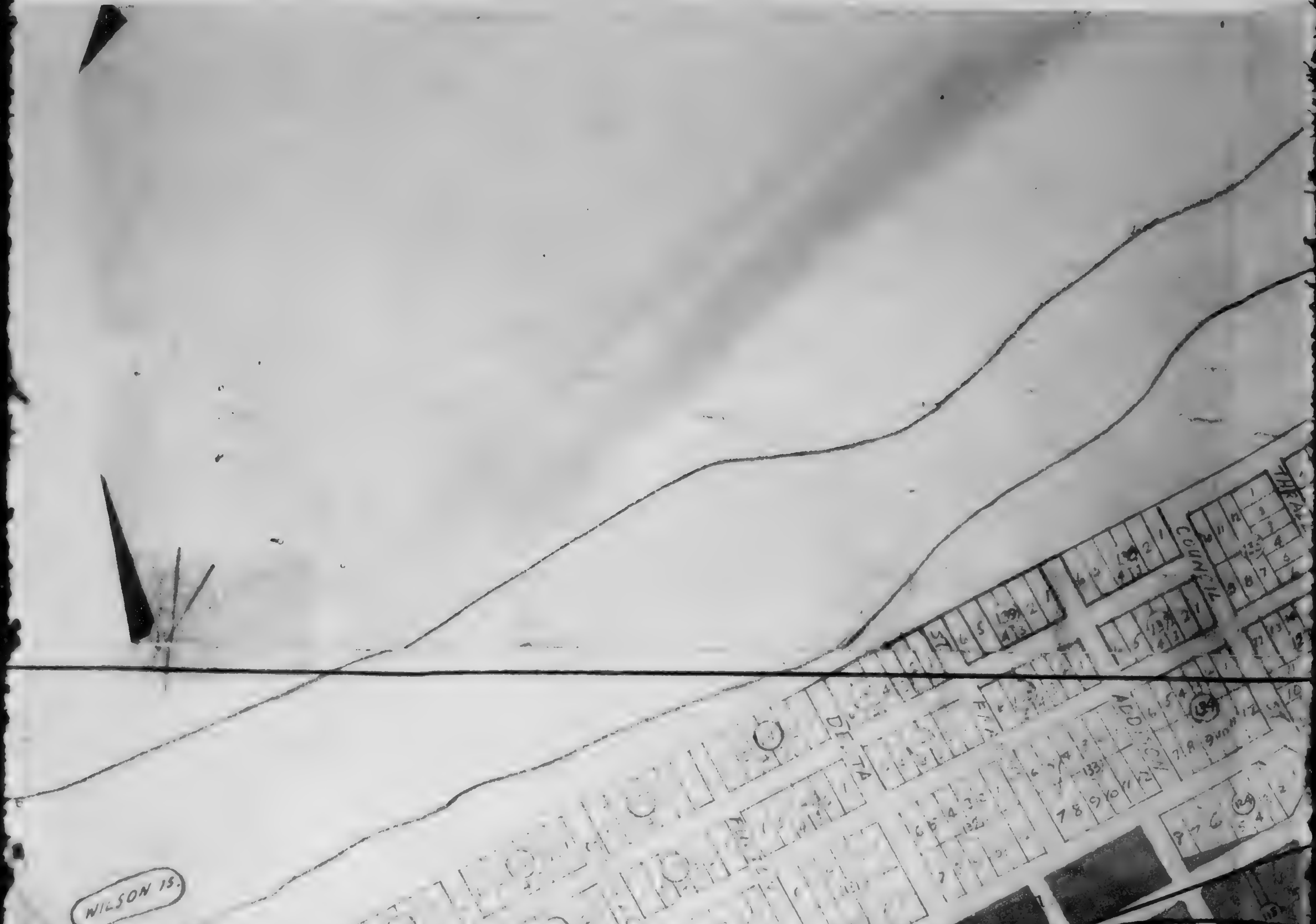
OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
THE DALLES CALIFORNIA HIGHWAY No. 97
NORTH KLAMATH FALLS - LINK RIVER SECTION
SCALE 1" = 400'
JULY 27TH 1948
B.A. MARTIN
LOCATING ENGINEER

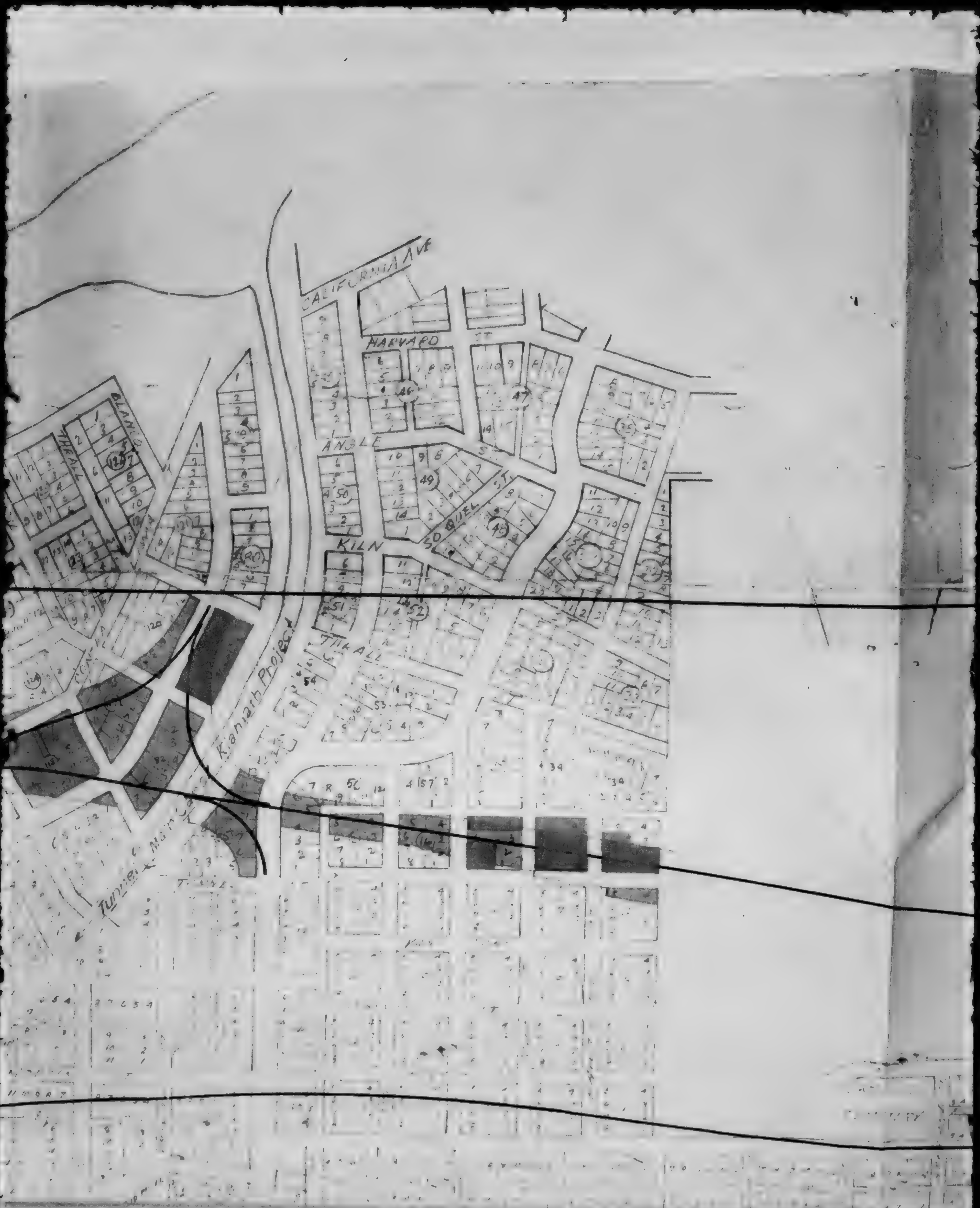


▨ Proposed Hwy R/W
(OTHER THAN CITY OWNED LAND)

■ City Owned Property

OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
DALLES CALIFORNIA HIGHWAY No. 97
H KLAMATH FALLS-LINK RIVER SECTION
ALE 1"=400' JULY 27TH 1948
B.A. MARTIN LOCATING ENGINEER


WILSON IS.
DELTA
COUNTY


CALIFORNIA AVE
HARVARD ST
ANGLE ST
KILN
SOQUEL ST
THRALL
BLANCO
THRALL
Klamath Project
Tunnel Main
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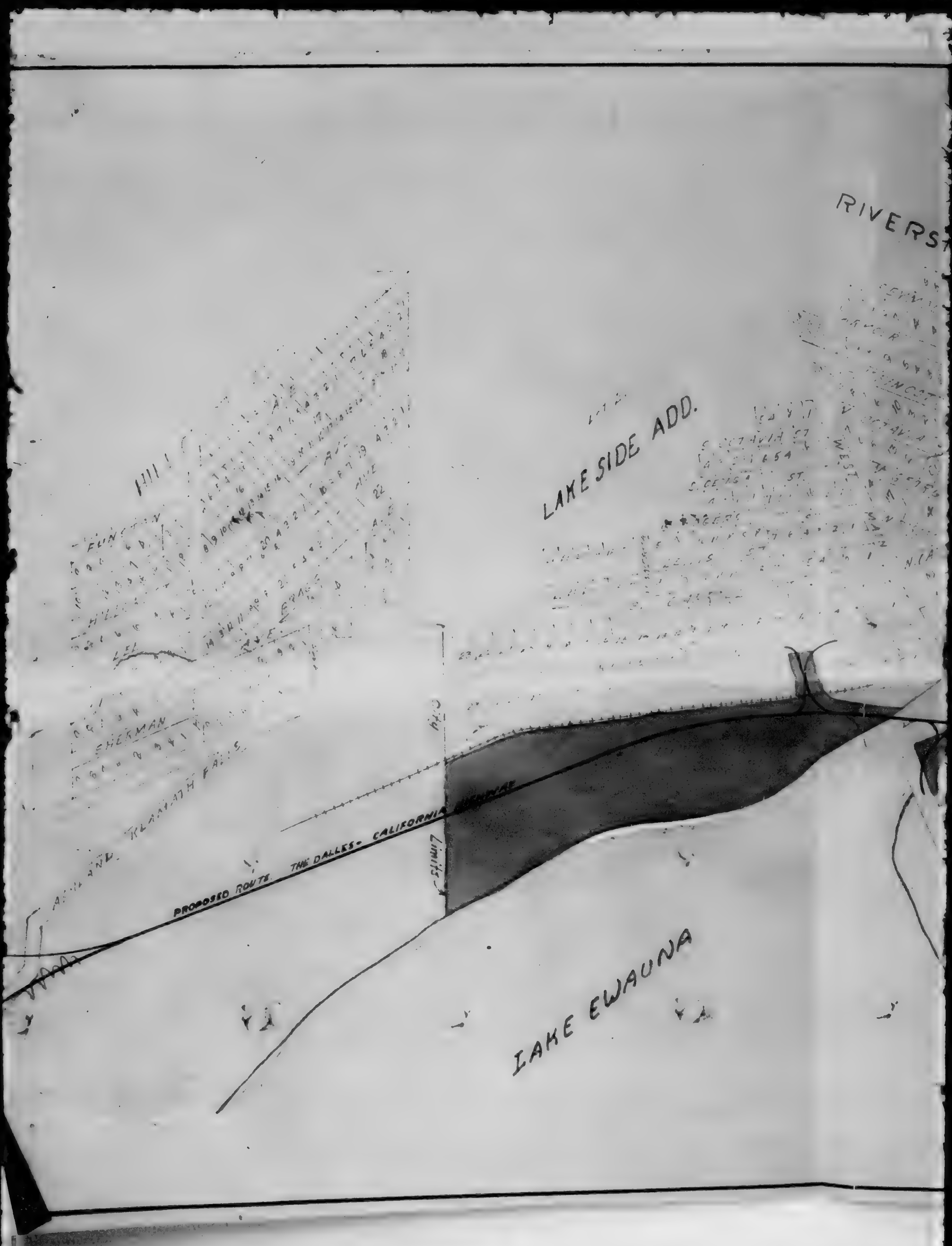
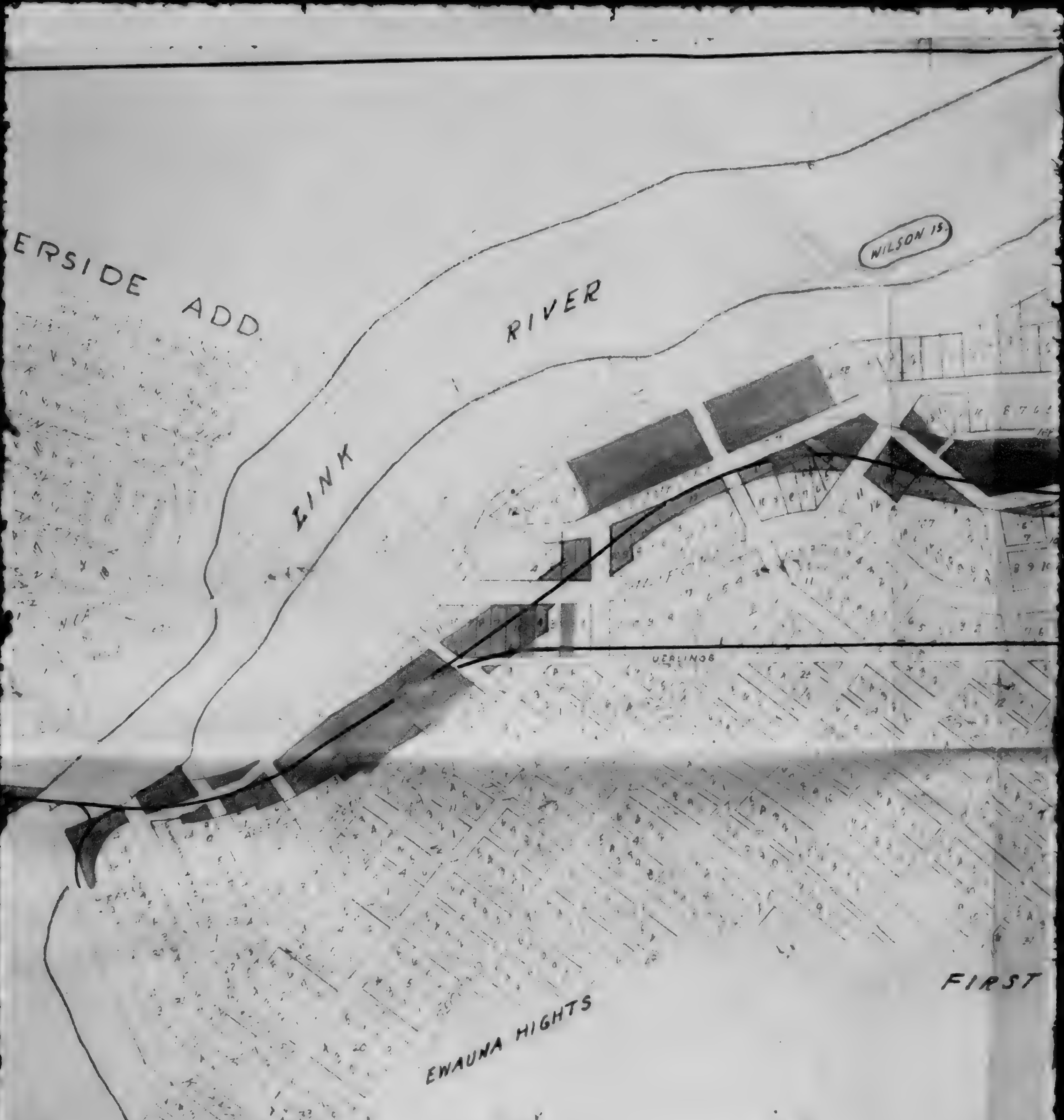
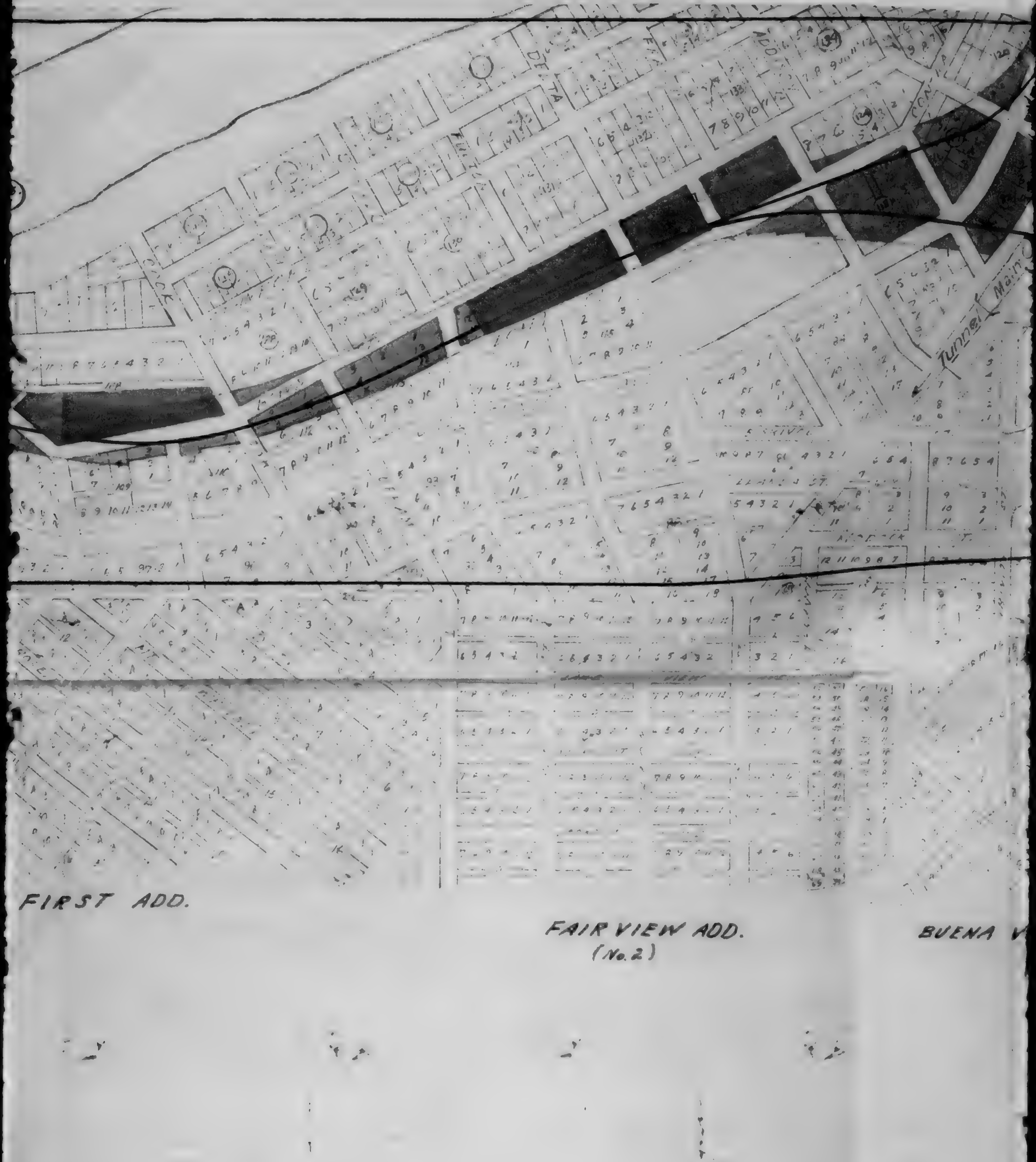

RIVERS
LAKE SIDE ADD.
SHERMAN
KLAMATH FALLS
PROPOSED ROUTE THE DALLES - CALIFORNIA HIGHWAY
CITY LIMITS
LAKE EWAUNA


ERSIDE ADD.
LINK RIVER
WILSON IS.
FIRST
EWAUNA HIGHTS
ORIGINAL TOWN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ADD
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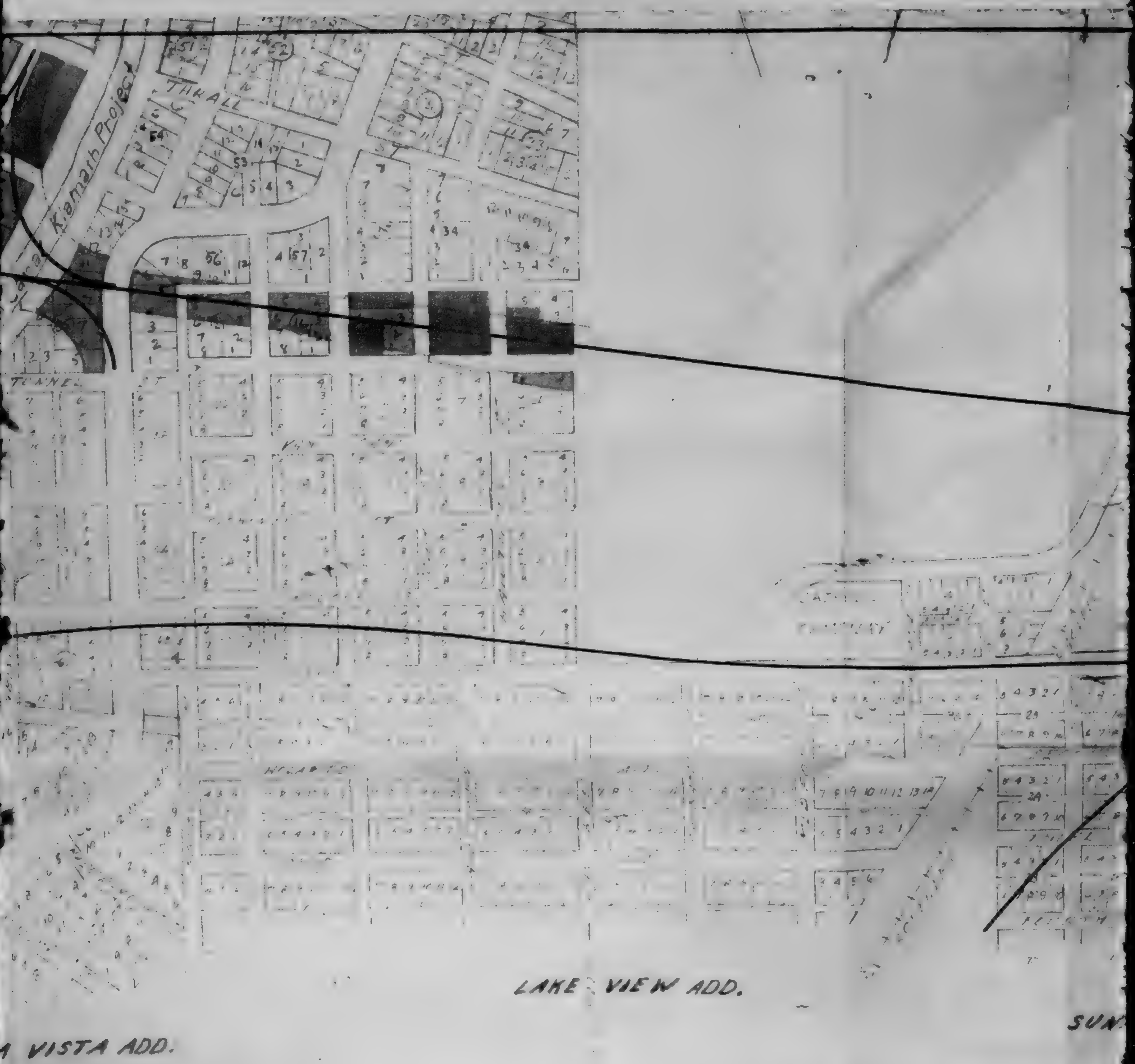
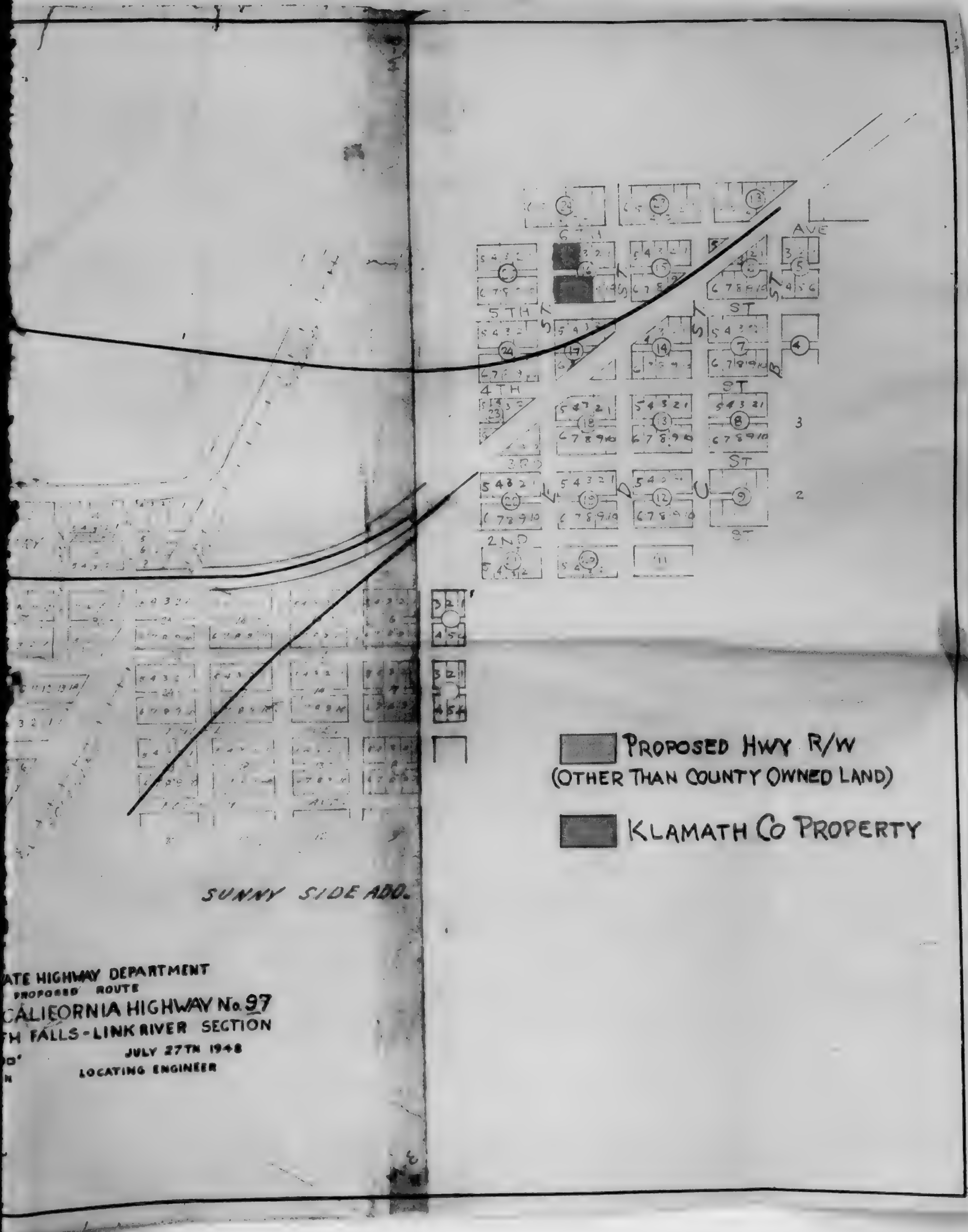
Main
FIRST ADD.
FAIRVIEW ADD.
(No. 2)
BUENA V



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
THE DALLES CALIFORNIA HIGHWAY No.
NORTH KLAMATH FALLS - LINK RIVER SECTI
SCALE 1" = 400' JULY 27TH 1948
B.A. MARTIN LOCATING ENGINEER

5TH ST
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SUNNY SIDE ADD.
PROPOSED HWY R/W
(OTHER THAN COUNTY OWNED LAND)
KLAMATH CO PROPERTY
ATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
CALIFORNIA HIGHWAY No. 97
H FALLS - LINK RIVER SECTION
JULY 27TH 1948
LOCATING ENGINEER

RECEIVED
JAN 24 1955
FOR FILING

U-205(9)

2201

January 21, 1955

Honorable Paul O. Landry
Mayor
Klamath Falls, Oregon

Dear Mr. Landry:

I am attaching a preliminary map and list of properties showing the right of way necessary for the West Side By-pass in Klamath Falls. The City-owned property is shown in red and other property in blue.

I will appreciate your holding the City-owned property and doing everything possible to prevent any further improvement within the rest of the right of way so that the State will not be put to any additional expense by the purchase of new improvements. Frequently, the City, by withholding building permits, can delay the proposed improvement until we have time to negotiate.

This is not our formal right-of-way map, which has not been completed, but merely a preliminary map so that you can advise us of any prospective developments. The right of way which you had reserved on the previous route is now officially released.

You may contact J. G. Toole, Resident Engineer, for any more detailed information.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. W. E. Chandeler
Mr. J. G. Toole

HGS:ar 1g

January 17, 1955

Members of State Highway Commission

Gentlemen:

Attached hereto for your information is a copy of a memorandum that I received in today's mail from the Property Owners' Committee of Klamath Falls in support of their previous request for a public hearing regarding the location of the West Side By-pass in Klamath Falls.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

BEFORE THE STATE HIGHWAY COMMISSION

OF THE STATE OF OREGON.

WEST SIDE BY-PASS)
Klamath Falls, Oregon.)

Memorandum to Commission in
Support of a Public Hearing.

It is conceded that the Commission has spent considerable time studying the location of a By-Pass to the City of Klamath Falls. It is submitted, however, that the proposed By-Pass over California Avenue was agreed upon not as the most economical and feasible but as a solution to a controversy. There exists certain evidence that has not been submitted to the public or the Commission. Over one thousand residents and taxpayers of Klamath Falls have registered written objections to the route with this Committee since the announcement of the proposed agreement with the City. A request for a public hearing has been made, and the following is respectfully submitted in support of the request:

I. TRAFFIC PROBLEM.

The traffic problem of Klamath Falls is acute as it is in many of the communities throughout the State. In Klamath Falls we are pressed with through traffic East and West on Highway 66 and North and South on Highway 97. Both of these Highways must use Main Street in part or wholly. There have been three possible by-passes surveyed by the State Highway Department, and at the present time the City Council has favored the West Side By-Pass. This would relieve a part of the North and South traffic, and for the By-Pass the City Council has agreed to one way streets on Main, Klamath, Sixth and Seventh.

This would not, however, relieve the traffic problem as to trucks which use the City of Klamath Falls as a terminal, or the problems created by the Jet Base and other military installations which are now contemplated adjacent to Klamath Falls. Main Street would still have to be used by north-bound trucks with necessary stops in Klamath Falls, or they would be routed to the North Entrance and then back to the City.

A large percentage of trucks are using the streets of Klamath Falls in order to reach established stops and terminals. A hearing would show this average per day:

Consolidated Freightway	20.3
Pacific Fruit	1.0
O. N. C. F. F.	2.5
Bend-Portland Truck	3.0
Calson	1.0
Anderson	2.0
City Ice for icing	7.8
Nevada-California Truck	1.2
West Coast Fast Freight	32.0
	70.8

showing a total of 70.8 truck stops per day.

These trucking concerns have a large amount of capital outlay invested in terminals and established stops. The establishment of the proposed West-side By-Pass would not service them or the rapidly growing suburban area to the East of Klamath Falls, nor would it handle, in any degree, the heavy traffic to and from the new proposed air base.

Traffic statistics as given to us are as follows: North-South through traffic 24%; East and South traffic 69%; East and West traffic 7%. A West Side By-Pass would benefit only 24% of through traffic. An East Side By-Pass would benefit

100% of through traffic. The By-Pass is being built to keep trucks off City streets, yet does not even accomplish this.

II. PUBLIC PROPERTY AFFECTED.

(a) Veterans Memorial Park in Klamath Falls which would be cut in two by the proposed West Side By-Pass, would be reduced to such a small area that it would be rendered valueless as a recreational facility. This Park has cost the taxpayers in excess of $100,000.00 at this date, which will be a loss to the citizens of Klamath Falls if the Park is given as part of the right-of-way, or if the City is reimbursed, will add to the already large cost of this By-Pass. Also, the proposed By-Pass will eliminate the coasting facilities on the hill near Conger School. These recreational facilities have been provided by tax money at considerable cost, and the Klamath Falls Park Board has not had a chance to be heard on this matter.

(b) Four blocks of California Avenue center strip have been landscaped and sprinkler system installed and many beautiful homes built. This portion of California Avenue will be crossed by the overpass and rendered valueless for residence purposes.

(c) Conger School.

At this time no official hearing has been held with the State Highway Commission and the School Board, although there has been some correspondence.

On the following points, we feel further evidence should be presented:

1. The latest survey places the right-of-way only 110 to 125 feet from the school building and competent sound engineers should be employed to determine its effect on the school property.
2. There is always danger present when a highway is near a school. It is even more dangerous when a highway is above the school and playground, as is the proposed highway.
3. At present, Conger School is one of the few schools in the City District which has room for expansion. As the proposed West Side By-Pass would cut through the school property, future expansion would be curtailed.

The replacement cost of the school building alone being in excess of $150,000.00, it is respectfully submitted that the School Board should definitely obtain information on the exact location of the Highway and the results of its construction. To do this correctly, the School Board should meet officially with the Commission, and if an agreement is possible and advisable, reduce it to written form binding upon all involved. The School Board has expressed itself as desiring further information and a hearing on the matter.

III. PRIVATE PROPERTY VALUES FOR TAXATION.

It is admitted that rights-of-way costs would be approximately one-half million dollars. This property value, together with the reduction of value of adjoining property, for which no compensation would be paid, has been estimated at over one million dollars. Further evidence should be obtained from the Assessor of Klamath County as to the effect upon future tax income of the City of Klamath Falls and Klamath County.

IV. FEDERAL HIGHWAY PROGRAM.

The officials in charge of the Federal Highway program recently announced should now be consulted, as it is probable they would desire that the traffic problem in reference to the new Jet Base also be considered. They could be invited to the requested hearing for their suggestions or objections.

The overcrossings and bridges of the West Side By-Pass would present prime military targets in the event of military operations in this country. If blocked, there could be no evacuation to or from the West, and the one south bound route would be destroyed.

V. PRIVATE HOMES TAKEN.

The taking of over thirty private homes should be further considered in relation to the economic effect upon the City of Klamath Falls. The public should have the right to be heard on the contention that the proposed route is not a By-Pass but destroys one of the better residential districts of the City.

VI. COSTS.

The members of this Committee have not been able to obtain a break-down of the cost of the West Side By-Pass. If these costs are available and have been determined, they should be disclosed, as well as the comparative costs with the other routes.

IT IS RESPECTFULLY SUBMITTED That for the foregoing reasons a public hearing be held in Klamath Falls, Oregon, before the West Side By-Pass is definitely adopted by the Commission.

Dated this 14th day of January, 1955.

PROPERTY OWNERS' COMMITTEE,

By Lorn Dalcour - member

January 17, 1955

Mr. Loran Dalcour
Property Owners' Committee
1407 California Avenue
Klamath Falls, Oregon

Dear Mr. Dalcour:

As requested in your letter of January 14, 1955 I will bring your letter and the memorandum attached thereto to the attention of the members of the State Highway Commission at their meeting on January 18th.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

PROPERTY OWNERS' COMMITTEE
c/o Lorn B. Dalcour
1407 California Avenue

Klamath Falls, Oregon,
January 14, 1955.

Mr. H. B. Glaesyer, Secretary
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

Re--West Side By-Pass
Klamath Falls, Oregon

I am enclosing an original for filing and three copies of a Memorandum in support of a public hearing in the above.

We would appreciate your referring the Memorandum to the Commission at its meeting January 18.

Very truly yours,

PROPERTY OWNERS' COMMITTEE

By Lorn Dalcour - Member

Encls.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 10 1955
FOR FILING

U-205(9)

5301

January 7, 1955

Oregon State Highway Commission

Gentlemen:

The City Council of Klamath Falls has officially executed an agreement pertaining to the closure of all streets required for the construction of the Klamath Falls West Side By-pass between Link River on the south and a connection with existing US97 north of Klamath Falls.

The agreement will be presented to you for your execution at the forthcoming meeting, and, inasmuch as the City of Klamath Falls has done all that we have requested, I recommend that you approve the agreement.

At the meeting there will be submitted to you for consideration the survey approval map covering this section. I attach hereto a copy of a map showing the location of the Klamath Falls US97 By-pass between the Link River on the south and a connection with existing US97 on the north.

We have made a long and careful study of the By-pass and believe that we have now achieved the best routing possible and at the least cost. The route as recommended is fully supported by the Klamath Falls City Council.

I recommend that you approve the survey and authorize the purchase of right of way. There has been no commitment, of course, as to when construction might begin.

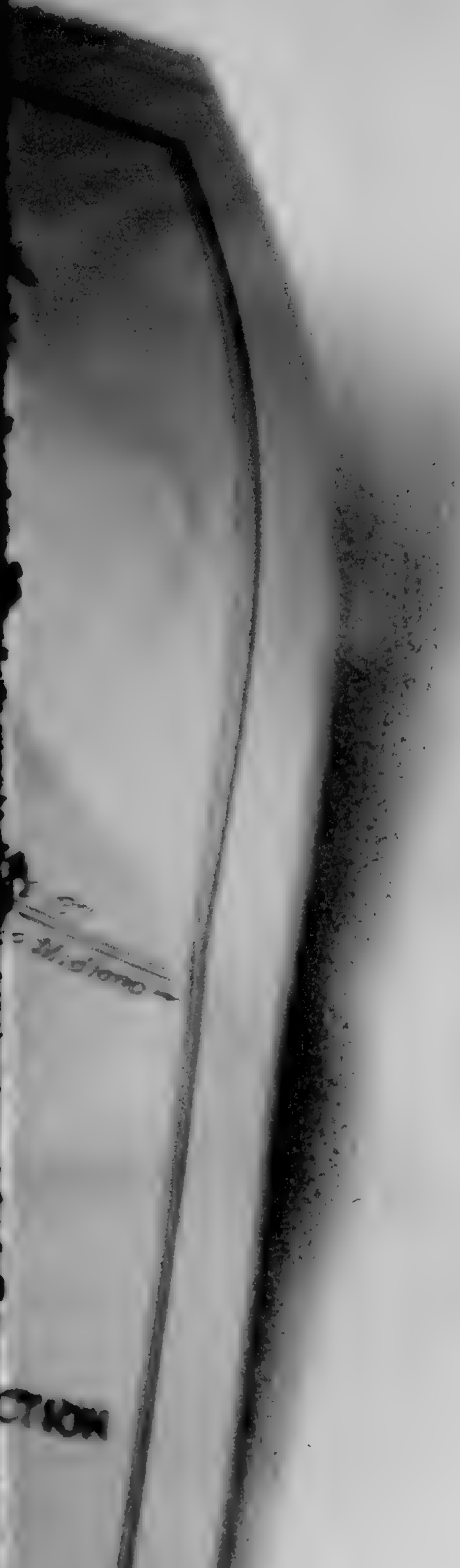
Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. C. W. Enfield
Mr. H. G. Smith
Mr. J. W. Cattrall

WCW:me fp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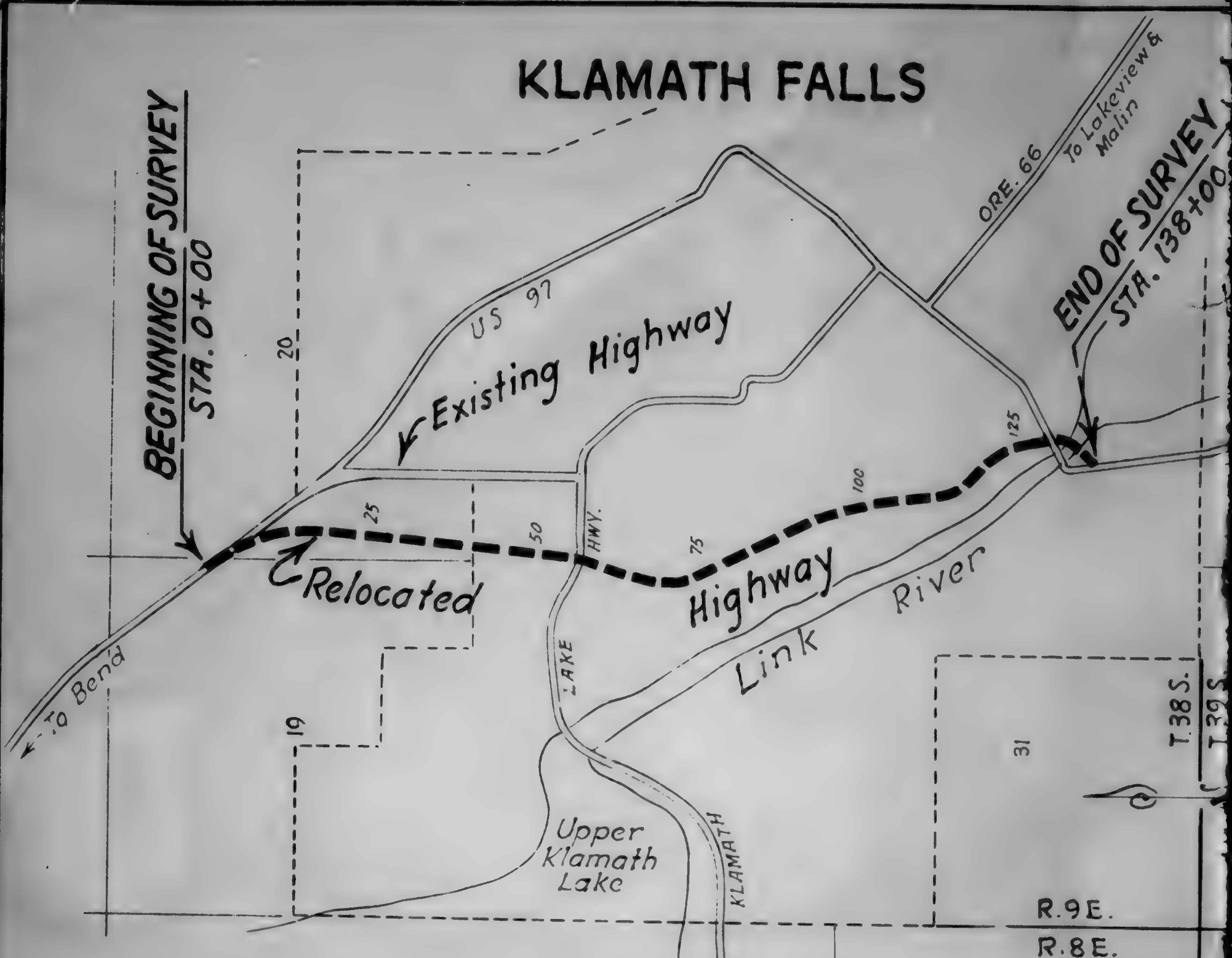
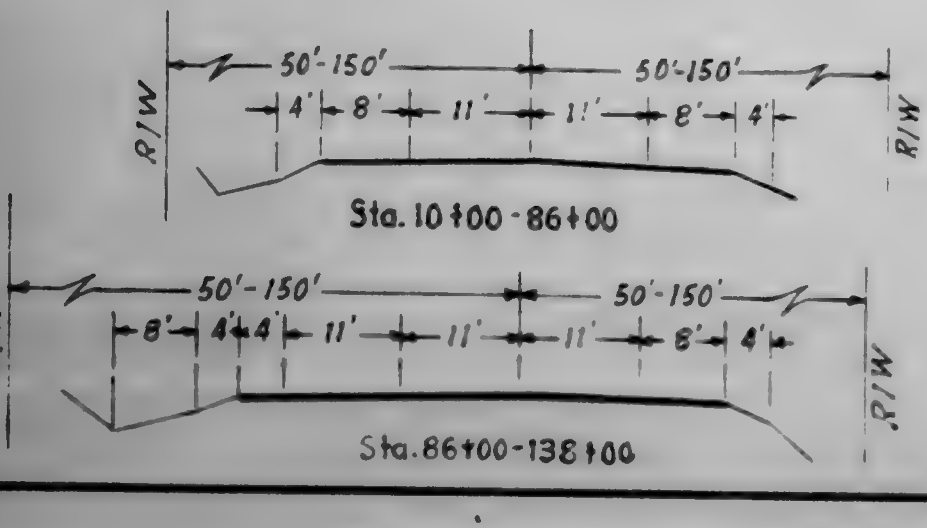


TYPICAL SECTIONS

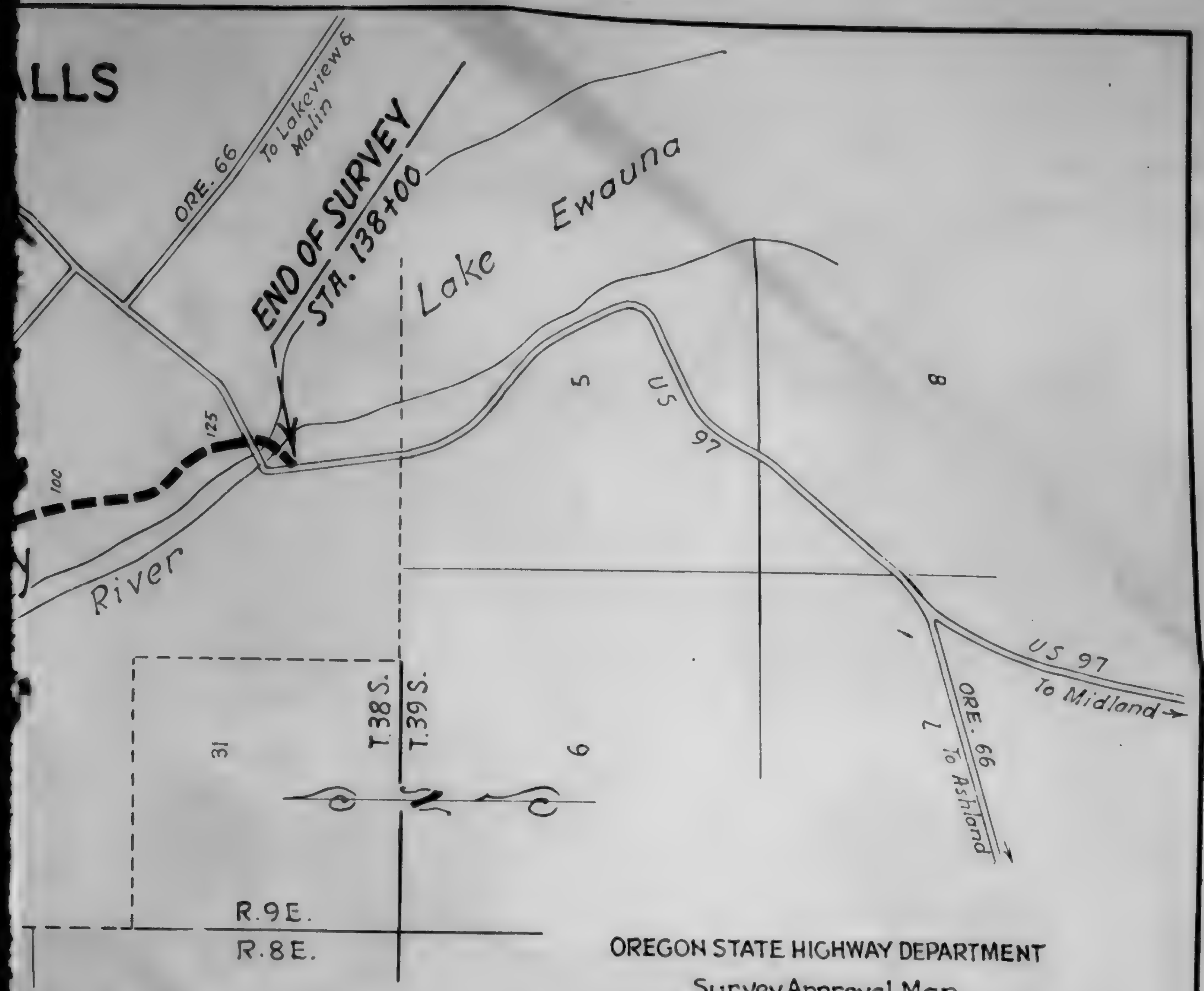


APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 1-7-55

IR-5-617



L SECTIONS

APPROVED
A. H. Hill
DEPUTY STATE HIGHWAY ENGINEER
Date 1-7-55

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

KLAMATH FALLS, WEST SIDE BY-PASS SECTION

THE DALLES-CALIFORNIA HIGHWAY

KLAMATH COUNTY

Scale: 1" = 2000' Jan., 1955

DRG. NO. IR-5-617

RECEIVED
JAN 7 - 1955
FOR FILING

[illegible]

2301

January 6, 1955

Oregon State Highway Commission

Gentlemen:

Under date of December 20, the Secretary forwarded to you a copy of a protest of the West Side Klamath Falls By-pass, signed by five members of a Property Owners Committee. This protest was addressed to the Common Council of the City of Klamath Falls, and it does not appear to me that it requires an answer from the Highway Commission, but I wish to correct some misstatements made in the protest.

The statement was made that the West Side route calls for exorbitant costs in the sum of $4,500,000 which is far in excess of the East Side route. Actually, the estimated cost of the West Side route in its entirety is $3,082,000 as compared with the estimated cost of $3,221,000 for the East Side routing. Furthermore, the East Side route is 0.5 mile longer than the West Side route.

It is also stated that the proposed West Side route runs through one of the most thickly populated sections of the city of Klamath Falls. Actually, this is a quite sparsely settled area.

Inasmuch as the West Side route has already been approved wholeheartedly by the Klamath Falls City Council, I would suggest that no action be taken on the protest.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me fp

RECEIVED
MAY 1 1955
FOR FILING

U-205 (?)

5301

[illegible]

CITY OF KLAMATH FALLS, OREGON
CITY HALL, KLAMATH FALLS, OREGON

January 4, 1955

[illegible]D
W C WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In accordance with my telephone conversation with you several days ago, please find enclosed herewith two copies of the Agreement between the Oregon State Highway Department and the City of Klamath Falls in connection with the construction of the West Side By-Pass, and a certified copy of our Ordinance No. 4665 authorizing the Mayor and Police Judge to execute this Agreement. It is understood that you will have these executed by the Commission and return one copy to us for our files.

The undersigned attempted to get in touch with you over long distance telephone this morning and in that you were not available, we discussed a few matters with Mr. Williams, which he will most probably discuss with you. There are a few minor changes that we may want to request in connection with the closing of certain streets in the Northern part of Klamath Falls where you are closing a street at an intersection. You may not have to close that street that far from your right-of-way. We knew that this was not too important and that we could get along with you in that respect. Consequently, we did not want to delay the matter and said nothing about it.

We asked Mr. Williams to have prepared for us a complete list of Lot and Block requirements of the Highway through town. After receipt of that document, we will be in a position to determine whether or not our requests are unfair, and if so, we will come up and talk to you about it.

As explained to you over the telephone several days ago, we are having some opposition like every community has regardless of what they do. This will not be too serious, and in order to overcome the opposition, as soon as possible we would appreciate your starting at the earliest

KLAMATH FALLS, OREGON

possible time in the acquisition of the right-of-way. When these people realize that this West Side By-Pass is an accomplished fact in the making, they will most probably take the same attitude that people always take at a time like this and proceed to forget about it.

It looks as though we are going to have an exceptionally good year in Klamath Falls, and I know that you will have a good year in the State. At the beginning of this good year I want to wish you and your staff a Happy and Prosperous 1955.

Yours very truly,

CITY OF KLAMATH FALLS

Paul O. Landry

Paul O. Landry
Mayor

POL:dg
3 encs.

RECEIVED
JAN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—60M—4-54—74906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3rd, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In regard to the protest of the Property Owners Committee of Klamath Falls (Lorn B. Dalcour, Member).

The total length of the east side line between extreme termini if 7.9 miles. The total length of the west side line between the same two common points is 7.4 miles. Both lines contain some sections already constructed.

The estimated cost of the east side line is $3,221,000 and of the west side line $3,082,000.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
JAN 4 1955
OFFICE OF
STATE HIGHWAY ENGINEER

agenda

January 3, 1955

Mr. Lorn B. Dalcour, Member
Property Owners' Committee
1407 California Avenue
Klamath Falls, Oregon

Dear Mr. Dalcour:

Your letter of December 27, 1954 in which you request a hearing before the State Highway Commission to voice your opposition to the West Side By-pass through Klamath Falls will be brought to the attention of the members of the Commission at their regular meeting on January 18th. In the meantime I am forwarding the copies of your letter that you furnished to the individual members of the Commission for their information.

When the Commission has acted on your request, I will write you again.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

Klamath Falls, Oregon,
December 27, 1954

Mr. H. B. Glaisyer,
Secretary,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

We wish to extend our thanks for your letter of December 20.

It is the feeling of a great number of people in Klamath Falls who are opposed to the West Side By-pass that they have not had an opportunity to be heard in the matter. An immediate hearing before the Council certainly did not give us an opportunity to prepare the proper information. The first meeting of the City Officials with the Commission was announced only by the newspaper two days before the meeting with no opportunity for us to attend.

It is our request that a hearing date be set at the convenience of the Commission at least thirty days from date, preferably at Klamath Falls. If that is not convenient, our Committee can meet with the Commission at a time and place set.

We do feel each Commissioner should see the proposed routes. Copies for mailing to the Commissioners are enclosed.

Yours very truly,

Property Owners' Committee

By Loon B. Dalcour - Member

Encls.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

U-205(9) Klamath Falls Sec. of 1946
The Dalles-Calif. Hwy.
#5301 (Grad. & Paving) Folder #1

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1602
10-21-20

RECEIVED
JAN 7 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1954

SUBJECT: Agreement with City of Klamath Falls, Oregon

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Dear Mr. Williams:

Pursuant to your request you will find attached hereto ten (10) copies of an agreement to be entered into with the City of Klamath Falls. Exhibits are attached to only four of the agreements. Will you kindly arrange to have the exhibits attached to the remainder of the agreements.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS
Assistant Attorney

OEM:MH
Encls (10)

file

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 24, 1954

Honorable Paul O. Landry
Mayor
Klamath Falls, Oregon

Agreement for street closure West Side By-pass mailed special delivery to you today. Please return both copies for further execution.

R. H. Baldock

agenda [illegible]

December 23, 1954

Mrs. K. E. Whiteline
1105 Riverside
Klamath Falls, Oregon

Dear Mrs. Whiteline:

This note is simply to acknowledge receipt of your letter, dated December 20, 1954 and directed to the State Highway Commission, in which letter you offer objections to the location of a proposed highway that is to be built through the city of Klamath Falls. I presume the road that you have in mind is the proposed westside by-pass. You ask the Highway Commission to reconsider the matter.

I shall be pleased to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

lamath Falls Dec 9th 1954

To the Honerable Board of
State Road Commissioners
Salem Oregon

ACKNOWLEDGE
H. B. GLAISYER

Gentlemen,—

I respectfully wish to utter a protest against the location of the road that is to be built through Klamath Falls, My home is on the hill south of Klamath Falls— a beautiful location, if the road is built on the present survey, it will render my property worthless I have a good stone house on my lot and the location has been called the finest in town Again I ask you to reconsider.

Most Reskectfully
Mrs. H. E. Whitefine
1105 Riverside, K F

agenda

AGENDA
JAN 18 1955

5c

December 20, 1954

Property Owners Committee
c/o Lora B. Dalcour
1407 California Avenue
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of December 16, 1954, received in today's mail, transmitting a copy of your opposition and protest to the closing of streets and the designating of the west side by-pass in Klamath Falls. It is noted the State Highway Commission is requested to hold a hearing in Klamath Falls for discussion of the matter.

I shall bring your letter and petition to the attention of the members of the State Highway Commission and the State Highway Engineer, and will write you again when action has been taken on them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

December 16, 1954

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed is a copy of a protest to the Common Council of the City of Klamath Falls, objecting to the building of the proposed "West Side By-Pass" through a residential area of Klamath Falls. The people of this residential area request that a hearing be held in Klamath Falls with the State Highway Commission.

We respectfully request a reply to this letter.

Yours very truly,

PROPERTY OWNERS COMMITTEE

Loren B. Dalcour
Member

1407 California Avenue
Klamath Falls, Oregon

enc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 20 1954
OREGON
STATE HIGHWAY COMMISSION

BEFORE THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON.

In the Matter of the Closing of Streets Adjacent to California Avenue in the City of Klamath Falls, Oregon, and Adoption of West Side By-Pass.	OPPOSITION AND PROTEST TO CLOSING OF STREETS AND APPROVAL OF WEST SIDE BY-PASS.

Comes now the undersigned Property Owners Committee and in opposition to the closing of streets and the adoption of the West Side By-Pass to the City of Klamath Falls, Oregon, petitions the Council of the City of Klamath Falls, Oregon, as follows:

I.

That the procedure provided by the ordinances of the City of Klamath Falls be followed in the closing of the streets as proposed, adjacent to California Avenue in said City.

II.

That the closing of the said streets is for the purpose of carrying out the adoption of the West Side By-Pass to the City of Klamath Falls, Oregon, by the State Highway Commission; that the closing of the streets should be ordered only following proper notice and hearing as provided by the ordinances of the City.

III.

That the petitioners further object to the adoption of the West Side By-Pass for the following reasons:

(a) That proper notice of the location of the By-Pass and the adoption thereof was not given to the property owners adjacent thereto and that no right of hearing was allowed;

(b) That the plan totally ignores the fact that the truck service facilities and warehouses are more accessible from the East Side route;

(c) That the West Side route calls for exorbitant costs in the sum of four and one half million dollars to construct, which is far in excess of the East side route, for which a portion of the right of way already has been paid for and which will be lost in the event this route is abandoned;

(d) That the proposed West Side route runs through one of the most thickly populated sections of the City of Klamath Falls;

(e) That the West Side route entails the destruction of the present Link River bridge and the construction of a double bridge, one for traffic into the City of Klamath Falls and one for the By-Pass which if closed for any reason would completely close traffic west and south from the City of Klamath Falls, and in time of any disaster would prevent evacuation in that direction and also any military movement from that route;

(f) That the plan further entails the necessity of construction of an expensive over-pass across California Avenue, which if closed would also result in similar conditions;

(g) That the construction of the West Side By-Pass would necessitate the moving of in excess of 35 families, which would materially affect established businesses located within the City limits of Klamath Falls.

WHEREFORE, Petitioners respectfully request the Common Council of the City of Klamath Falls, Oregon, that a date be set for the hearing of objections to the proposed West Side By-Pass and the closing of streets adjacent thereto.

Dated this 13th day of December, 1954.

Tom Dalcour
Albert Boratto
Robert R.

PROPERTY OWNERS COMMITTEE.

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DEC 16 1954
FOR FILING

U-205(9)

5301

Salem, Oregon
December 13, 1954

Mr. H. G. Smith

I am returning the map and Toole's report with reference to the Klamath Falls West Side By-Pass.

The status of this project now is that the Highway Commission advise that they will approve the location when the Klamath Falls City Council has passed the necessary resolutions pertaining to the closure of streets and the approval of grades.

The map you have submitted does not give enough detail to make an intelligent analysis of the traffic interchanges, et cetera. A slightly more detailed map should be prepared for use as an exhibit in an agreement to be executed by the Ctiy, which agreement, of course, shall be supported by necessary resolutions.

In the first instance please re-check the plan in detail to make certain that it is now satisfactory, indicate the on and off ramps, et cetera,at the interchanges, indicate the streets to be closed, and accompany with profile for approval of grades by the City.

As soon as this material can be assembled it shall be passed on to the Legal Department to prepare the necessary form of agreement. Mr. Baldock has advised the Mayor of Klamath Falls that he will attempt to have this matter completed and acted on by the Highway Commission at its January meeting. Therefore, it will be appreciated if you will expedite this matter.

W. C. Williams

WCW:me

[illegible]

FORM 230—80M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10th, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith report from Mr. Toole, being letter, map and street closure descriptions, regarding his conference with Mayor Landry and City Engineer Thomas regarding the closing of streets on the West Side Bypass.

May we now advise Mayor Landry that the reservations on the original line can be released, or should we draw up a form of contract providing for the closures on Toole's location?

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

11:15 a.m.
delegation

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Traffic
Routing
Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29th, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

After our conference with Mayor Landry of Klamath Falls in which he said the City was obligated to build 200 houses in connection with the jet bomber base and he wished to secure the release of the property which we asked the City to reserve along the original line for the West Side Bypass, I submitted to you a map showing this right of way, with the suggestion that he be furnished a map with the advice that we would discuss it with the Commission at the December meeting but that the map would be serviceable to him prior to that time in picking out the area where he wished to establish the 200 houses.

After that you requested a map showing the City and County right of way on both the original route and the one which Toole has been working on and the location is partially completed. I attach hereto this map.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
1954

FORM 520—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Survey approval map for the West Side Bypass in Klamath Falls as being located by Toole is being submitted for the Commission's approval at the December meeting. While this route is slightly longer and has more curvature than the original route, it has a number of advantages which the city officials feel are of great moment to Klamath Falls.

There is a large area east of California Avenue (Ewauna Heights, Fairview Addition, Buena Vista Addition and Lakeview Addition) which is rather sparsely developed and which probably contains 1,000 undeveloped lots. Considerable development has taken place in this area along Oregon Avenue. The City feels that the original location bisects this area and would restrict traffic toward California Avenue which is a natural outlet, particularly in winter weather. The original plan occupied Biehn Street on account of the Catholic Cemetery lying to the west, and, therefore, it would be difficult and very expensive to obtain freeway characteristics through the area from Van Ness north to the Southern Pacific. The Catholic Cemetery is old, and I understand burial is being restricted there, but still it would be a long, drawnout procedure to encroach on the cemetery, and it was thought advisable to move farther west where a freeway could be more readily obtained and where there was little development.

It was also thought that the development of Ewauna Heights, the First Addition, Fairview Addition, Beuna Vista Addition and Lakeview Addition would require many more grade separations than we had originally contemplated, since the easy route is down the hill toward California Avenue rather than pulling over the hill, particularly in the winter months.

The original line had several variations in grade with places where visibility would be limited. The new line will have better visibility and will consequently handle more traffic. The new line offers a better outlet for traffic interchanges at the north city limits and the Klamath Lake Secondary.

Mr. Toole points out in his letter that considerable more thought and study should be given to the line in the vicinity of Main Street, as there is a possibility of crossing the river and Main Street west of the bridge, but this would involve both lines and need not interfere with the Commission adopting the general location west of California Avenue so that the City and County can be advised that we have withdrawn our request for the retained property along the original line. This will enable them to complete their plans for the housing development and permit us to finish the survey west of California Avenue.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc. - Toole's letter.

RECEIVED
1954

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
November 22, 1954

SUBJECT:

To: H. G. Smith
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

As requested I am submitting some of the advantages for the location of the West Side By-Pass along the west side of California avenue as against the location of the By-Pass to the east of California avenue.

One important advantage is that the line along the west side of California avenue will provide better visibility and grades. The line to the east of California avenue has several variations in grades with places where visibility will be limited. These places where the visibility will be limited will serve more or less to slow down traffic and will restrict travel on the entire section to conditions at these points. The line west of California avenue with the better visibility will handle more traffic and provide more benefits for the large amount of money to be expended for this line. Another important advantage of the west line over the east line is that it will cause less damage to city developments. The east line passes right through a residential area while the west line passes around the residential section. The highway location through this residential area will limit future residential possibilities and as time goes on there will be more demands for additional grade seperations, also pedestrians tunnels and over-passes.

Another important advantage is the connection to existing roads. On the west line a much better lay-out for traffic inter-changes is obtainable at the North City Limits, The Klamath Lake Secondary Highway, also for an alternate line at Main Street.

The cost of the routes will be about the same but the west line will offer the advantages as pointed out, also would not interfere with the present use of Biehn Street. The west line has two more curves than the east line but these are curves which can be traveled at maximum speed of 60 miles or more per hour.

NOTED
FORREST COOPER

Also, wish to call your attention to the alternate line which has been indicated on the 100 foot map in the vicinity of Main Street. This line is better situated for future expansion, also is more direct and will provide more visibility for traffic at inter-change. Cost of construction would be approximately $75,000 more than the location along the east side of Conger avenue and under Main Street. A savings however of $40,000 or more may be made in right of way costs which would reduce the extra costs to approximately $35,000.

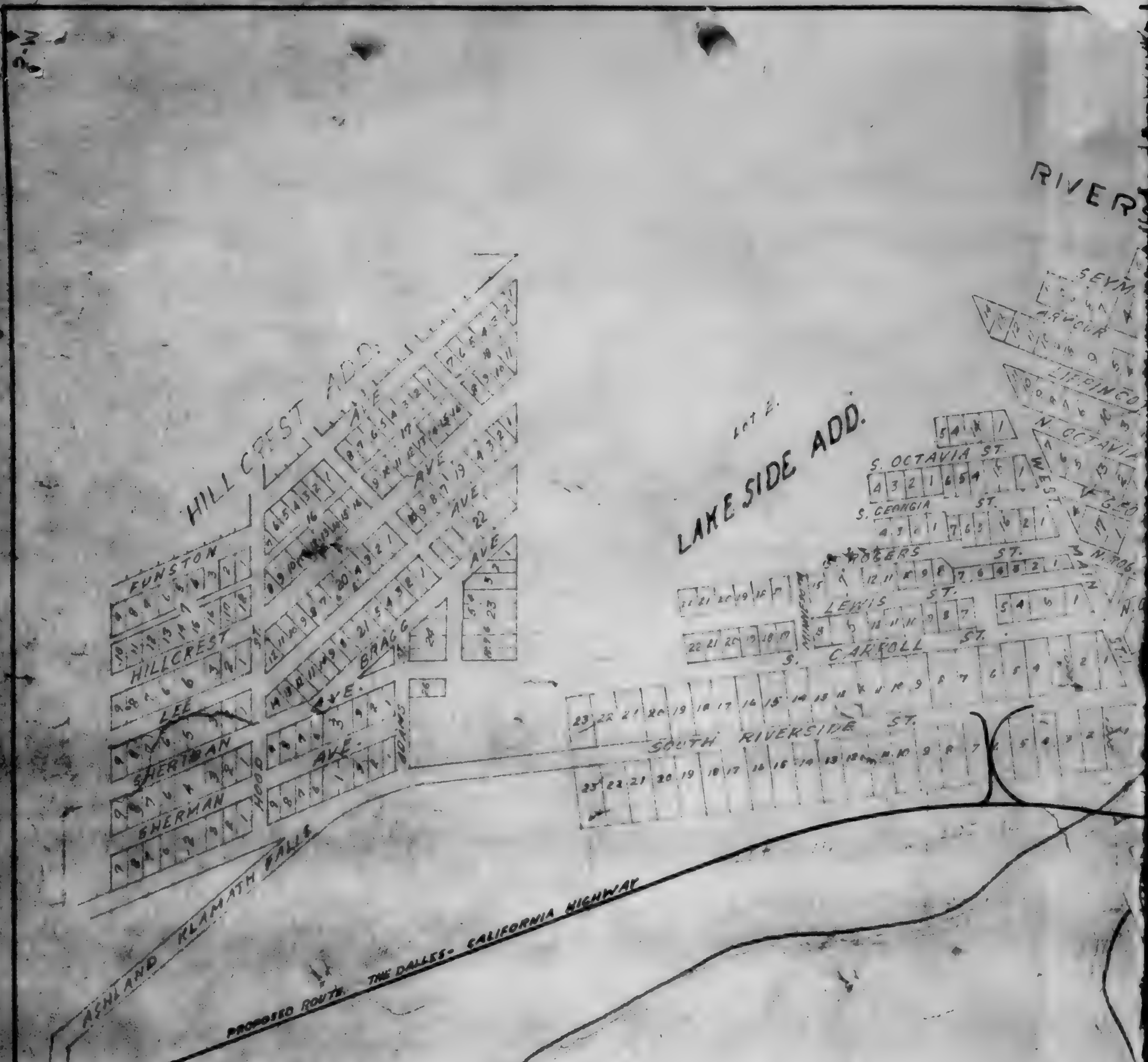
If there should be any question in regard to these advantages which have been pointed out I will be glad to discuss them further.

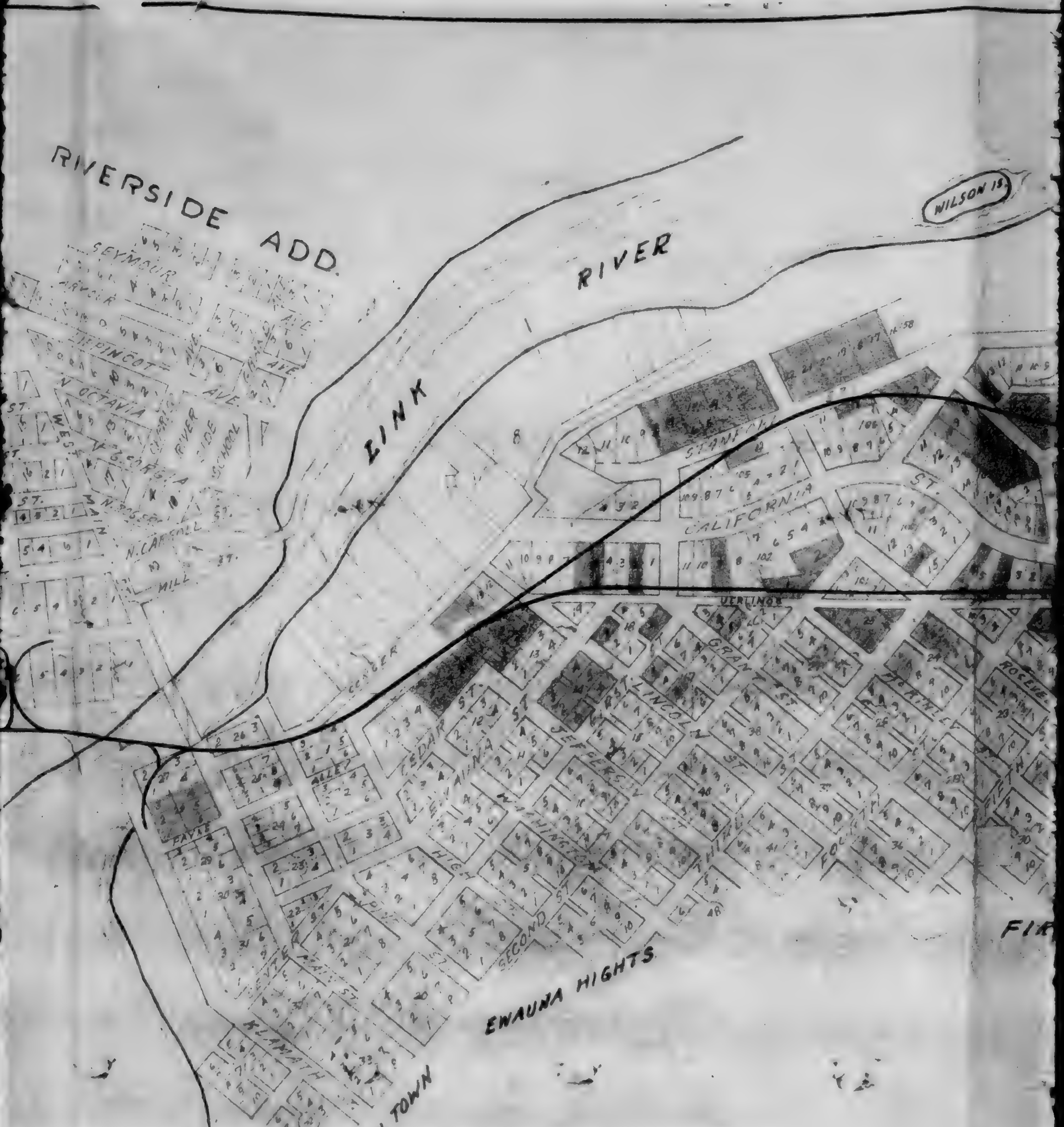
Very truly yours,

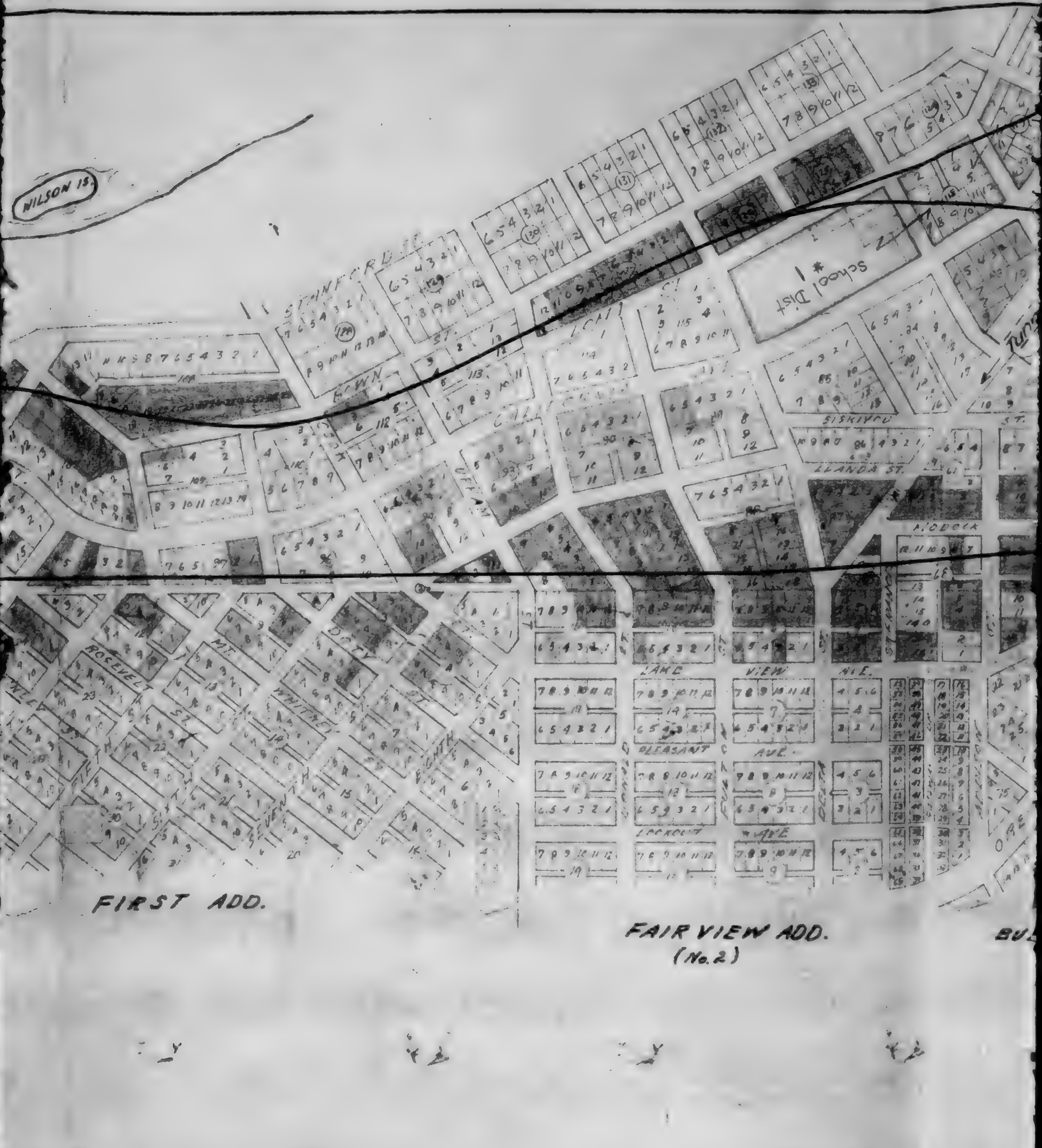
Jos. G. Toole
Resident Engineer

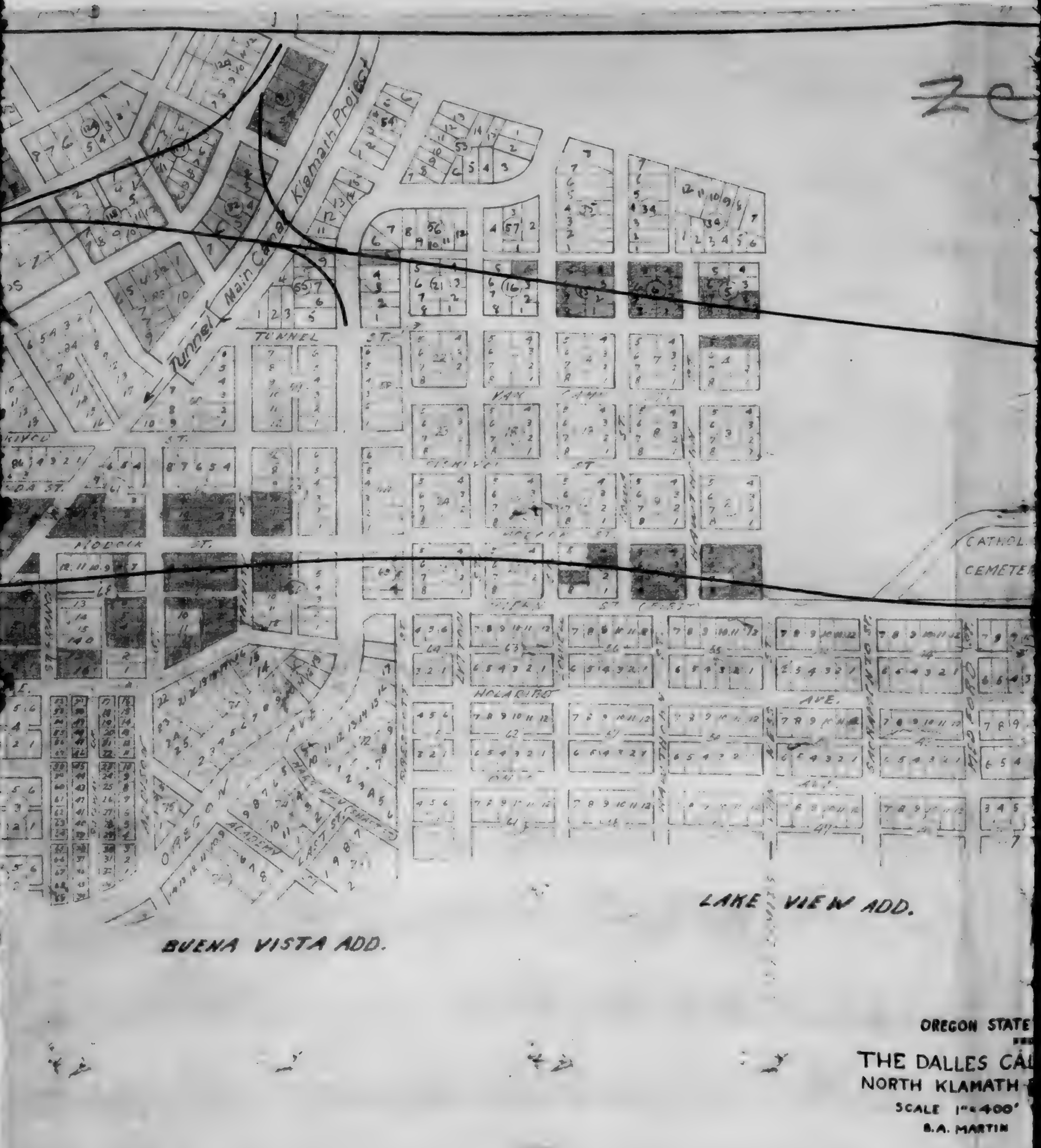
JGT/jn
cc: W. E. Chandler

RECEIVED
NOV 23 1954
OFFICE OF
CONSTRUCTION ENGINEER

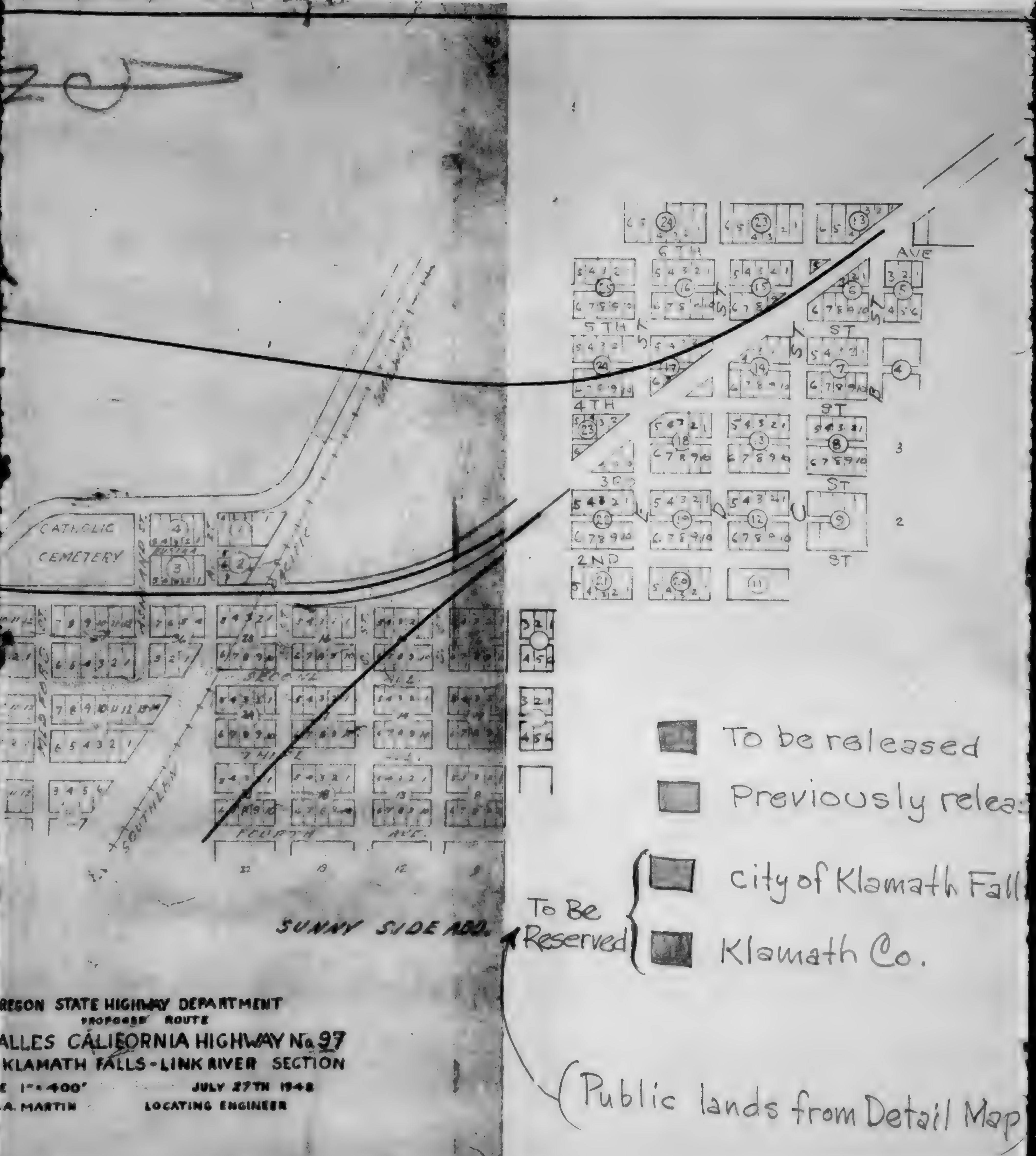

RIVERS
SEYM
LIPPINCO
N. OCTAVIA
HILLCREST ADD.
LOT 2.
LAKE SIDE ADD.
S. OCTAVIA ST.
S. GEORGIA ST.
S. ROGERS ST.
WEST MAIN
LEWIS ST.
S. CARROLL ST.
SOUTH RIVERSIDE ST.
AVE.
AVE.
AVE.
AVE.
FUNSTON
HILLCREST
LEE
SHERIDAN
SHERMAN
HOOD
BRAGG
AVE.
AVE.
ASHLAND KLAMATH FALLS
PROPOSED ROUTE THE DALLES - CALIFORNIA HIGHWAY
LAKE EWAUNA

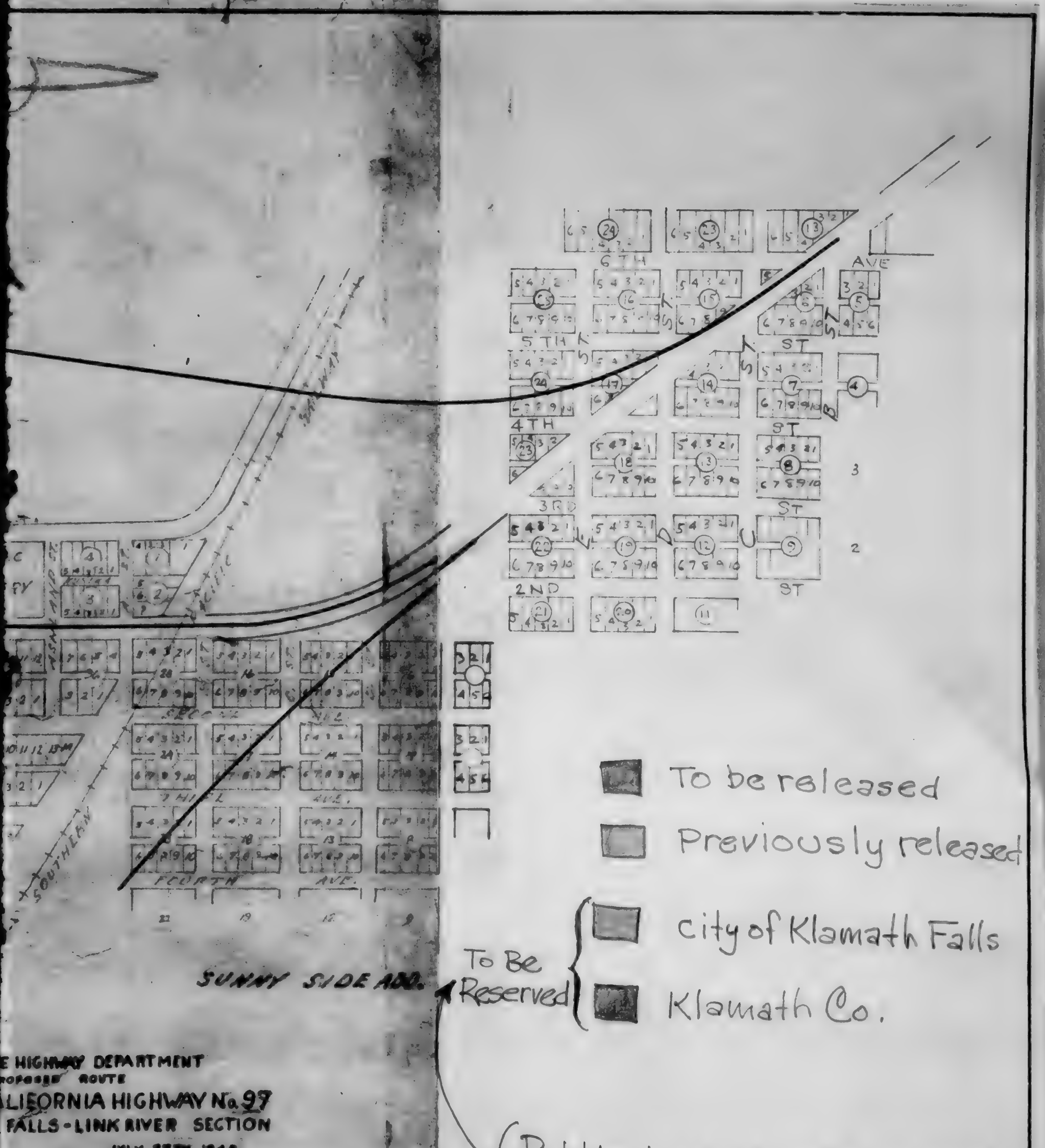

RIVERSIDE ADD.
LINK RIVER
WILSON IS.
SEYMOUR
N. OCTAVIA
WEST
N. GEORGIA
N. CARROLL ST.
MILL ST.
RIVER SIDE
SCHOOL
AVE
CALIFORNIA ST.
CENTER
CEDAR ST.
EWAUNA ST.
JEFFERSON
LINCOLN
GRANT ST.
McKINLEY
ROOSEVELT
FIFTH
THIRD
FOURTH
SECOND ST.
HIGH ST.
PINE
MAIN ST.
KLAMATH
ALLEY
EWAUNA HIGHTS
ORIGINAL TOWN
FIR


WILSON IS.
STANFORD
BROWN ST.
CAL
LEAV
SISKIYOU
ST.
LLANDA ST.
MODOCK
School Dist 1
LAKE VIEW AVE.
PLEASANT AVE.
LOOKOUT AVE.
ROOSEVELT
MT. WHITNEY
DOTY
FIFTH
SIXTH
SEVENTH
EIGHTH
FIRST ADD.
FAIR VIEW ADD. (No. 2)
BU



Klamath Project
Main Canal
Tunnel
TUNNEL ST.
ST.
MODOC ST.
CATHOL
CEMETER
SACRAMENTO ST.
MEDFORD
AVE.
OREGON AVE.
ACADEMY
LAKE VIEW ADD.
BUENA VISTA ADD.
OREGON STATE
THE DALLES CAL
NORTH KLAMATH
SCALE 1"=400'
B.A. MARTIN


CATHOLIC CEMETERY
6TH
AVE
5TH
ST
4TH
ST
3RD
ST
2ND
ST
SECOND
THIRD
FOURTH AVE.
SOUTHERN PACIFIC
SUNNY SIDE ADD.
To be released
Previously releas
City of Klamath Fall
Klamath Co.
To Be Reserved
(Public lands from Detail Map)
REGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
ALLES CALIFORNIA HIGHWAY No. 97
KLAMATH FALLS - LINK RIVER SECTION
E 1" = 400'
JULY 27TH 1948
.A. MARTIN
LOCATING ENGINEER


6TH AVE
5TH ST
4TH ST
3RD ST
2ND ST
SUNNY SIDE ADD.
SOUTHERN PACIFIC
FOURTH AVE.
To be released
Previously released
To Be Reserved
city of Klamath Falls
Klamath Co.
(Public lands from Detail Map)
E HIGHWAY DEPARTMENT
ROPOSED ROUTE
ALIFORNIA HIGHWAY No. 97
FALLS-LINK RIVER SECTION
JULY 27TH 1948
LOCATING ENGINEER

STATE HIGHWAY COMMISSION MEETING

Delegation City of Klamath Falls

Date December 8, 1954

Time 11:15 a.m.

Name	City or Town	Capacity
Paul O. Landry X	Klamath Falls	Mayor (Spokesman)
Al Hatton	Klamath Falls	Chairman, Crosstown Traffic Committee
Harry Boivin	Klamath Falls	State Senator elect Member, Crosstown Traffic Committee
James Barnes	Klamath Falls	Councilman
Lawrence Slater	Klamath Falls	Councilman elect

RECEIVED
MAY 10 1955
FOR FILING
11-305 (1)
5301

R

Portland, Oregon
December 7, 1954

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Volume 39

Attention was given by the Commission to a report from the Engineer with respect to the South Sixth Street viaduct in Klamath Falls. The Engineer recalled that the original plan provided for a two-lane viaduct adjacent to the present structure, using it for southbound traffic and the present viaduct for northbound traffic. Present thinking, he said, is that the existing bridge is so narrow and the approaches so steep (7% grades) that the structure would be hazardous even for one-way traffic, especially when frost and ice conditions prevail in the winter season. He estimated the cost to construct the new structure for two lanes with some temporary revisions on the old structure, and later to widen it to a four-lane standard, at $780,000. In contrast to this, he pointed out that a new four-lane structure can be built and the old bridge torn down for $645,000. He recommended construction of a four-lane structure now, bids to be received as soon as plans can be prepared. The Commission approved the recommendation.

****

COUNCIL MOTION

December 6, 1954

Motion made by Councilman Tarr, seconded by Mr. Smith, and carried:

"I move that we tentatively accept the proposed West Side By-Pass plans as outlined to the Council by Mr. Joe Toole, Oregon State Highway Engineer, and that the Mayor and a member or two of the Cross-Town Traffic Committee and one or two members of the Council attend the meeting of the Oregon State Highway Commission in Portland, Wednesday, Dec. 8, 1954, and that they do everything in their power to consummate a contract for the completion of this By-Pass."

FILED WITH STATE
HIGHWAY COMM.
Date 12/8/54
By Paul O. Landry, Mayor
Klamath Falls

STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS,

I, Frank A. Blackmer, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the above is a true copy of a motion made at a Regular Meeting of the Common Council of the City of Klamath Falls, Oregon, December 6, 1954.

Frank A. Blackmer
Police Judge

AGENDA
DEC 8 1954
D

December 3, 1954

Hon. Paul O. Landry
Mayor, City of Klamath Falls
Klamath Falls, Oregon

Dear Mayor Landry:

This note is simply to confirm the appointment that I made for you a few moments ago, through Mr. Baldock, to discuss with the State Highway Commission at its next regular meeting matters pertaining to the west side by-pass through the city of Klamath Falls.

As stated, this meeting of the Commission will be held in Portland on Tuesday and Wednesday of next week, December 7 and 8, 1954. Delegations will be heard on the second day -- Wednesday the 8th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 11:15 a.m. This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

12/8/54
11:15 a.m

D

RECEIVED
NOV 18 1954
FOR FILING

U-205 [illegible]

[illegible]

October 21, 1954

MISC. CONTRACTS and AGREEMENTS No. [illegible]

Hon. Frank A. Blackmer, Police Judge
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Judge Blackmer:

I have for acknowledgment your letter of October 20 and an enclosure, being a certified copy of City Ordinance No. 4658 designating parts of certain streets for one-way traffic and fixing a penalty for violation thereof.

Your courtesy in forwarding this copy is much appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: R. H. Baldock

Mr. Baldock:

Attached hereto is a copy of the Ordinance referred to above. I have retained the original for the Commission's records and files, and have attached the same to the agreement mentioned therein, which was signed by the Commission on September 23, 1954.

H. B. Glaisyer

REFERRED TO Geary BY SECRETARY

attach ordinance & agreement

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

October 20, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commissioners
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed herewith is a copy of Ordinance No. 4658 of the City of Klamath Falls designating parts of certain streets for oneway traffic. This is in accordance with arrangements agreed upon in the contract between the City of Klamath Falls and the State Highway Commission.

Yours very truly,

CITY OF KLAMATH FALLS

Frank A. Blackmer

Frank A. Blackmer
Police Judge

FAB:dg
Enclosure

RECEIVED
OCT 21 1954
OREGON
STATE HIGHWAY COMMISSION

KLAMATH FALLS, OREGON

ACKNOWLEDGED
H. B. GLAISYER

NOA-133

9/23/54

September 29, 1954

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Honorable Paul O. Landry
Mayor
City of Klamath Falls
Klamath Falls, Oregon

REFERRED TO Files
BY SECRETARY

Dear Mayor Landry:

I am attaching hereto a copy of the agreement entered into on the 23rd day of September between the State of Oregon, through its State Highway Commission, and the City of Klamath Falls, which is self-explanatory.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Attach.
cc Mr. H. B. Glaisyer

NOA 13.3
9/23/54

Salem, Oregon
September 28, 1954

Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

As requested I am handing to you herewith a letter directed to you by the Mayor of the City of Klamath Falls, Mr. Paul O. Landry, with respect to the South 6th Street - South 7th Street one-way traffic couplet. You mentioned that you wanted to write Mr. Landry on this subject.

Also attached is a fully executed copy of an agreement referred to by Mr. Landry as a "contract" covering the proposed improvement. I thought you might want to send this to Mr. Landry along with your letter. I have retained the original of this agreement for the Commission's records and files, and I am handing a conformed copy of it to Mr. Cattrall for his records in accordance with the usual practice. Should you prefer that I send the agreement to Mr. Landry, I will be glad to do so if you will return it to me.

Will you please give me an extra copy of your letter to Mr. Landry?

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: J. W. Cattrall
F. Query

agenda

FORM E-90 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1954

AGENDA
SEP 23 1954

NOA

SUBJECT: Assignment #5310

To: Mr. W. C. Williams
OFFICE

Attached are three copies of an agreement together with a letter of transmittal covering the necessary paving, channelization, and signal installation for the one-way couplet on Sixth and Seventh and Commercial Streets in Klamath Falls.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This completes Assignment #5310.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

Ⓐ - 2 copies to be signed

AUTHORIZED BY HIGHWAY COMMISSION
DATE August 14, 1954
Searing Jr
Secretary

MAP

NOA

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

September 21, 1954

Honorable R. H. Baldock
State Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Find herewith enclosed two copies of contract in connection with the South Sixth Street and South Seventh Street traffic control executed, and a copy of an ordinance authorizing their execution. You have already received copy of a Resolution designating the urban highways in the City of Klamath Falls which was delivered to your Mr. Ayres.

As soon as the Commission will have executed contracts enclosed herewith enclosed and returned copy to us, we will proceed with the writing of ordinances controlling traffic on these streets in accordance with your request delivered to us by Mr. Ayres. The traffic control ordinance calls, I believe, for the date of execution of these agreements and our attorney is under the impression we could not take action on those until these were completed.

As expressed to you on numerous occaisons, we are very anxious to expedite these matters so that you can start construction in the early Spring on this viaduct and these couplets. As fast as this matter is culminated we will make arrangements for our share of the money.

Yours very truly,

CITY OF KLAMATH FALLS

Paul O. Landry

Paul O. Landry
Mayor

POL:dg

RECEIVED
SEP 22 1954
ENGINEER
COUNTY & CITY RELATIONS

KLAMATH FALLS, OREGON

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

August 27, 1954
Salem, Oregon

SUBJECT:

PLEASE R[illegible]
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

I send you herewith ten copies of the proposed agreement with Klamath Falls covering the necessary paving, channelization and signal installations for a one-way couplet to be established on Sixth and Seventh Street and Commercial Street in Klamath Falls.

You will note that only three of the enclosed copies have maps attached thereto. Should you desire additional copies they can be obtained from Mr. E. M. Booth's office.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:jfw
Encls.

RECEIVED
[illegible] 1954
[illegible]
STATE HIGHWAY ENGINEER

ORDINANCE NO. 4658

AN ORDINANCE DESIGNATING PARTS OF CERTAIN STREETS FOR ONEWAY TRAFFIC; AND FIXING A PENALTY FOR VIOLATION THEREOF.

WHEREAS, under date of September 23,1954, the City of Klamath Falls,Oregon, entered into a contract with, STATE OF OREGON, through its, HIGHWAY COMMISSION, whereby said Highway Commission designates certain streets in said City for State Highways and agrees to improve same for that purpose; and said contract further provides that the City of Klamath Falls,Oregon, shall do certain things, among which is the providing for one way traffic on streets as hereinafter stated:

THEREFORE, THE CITY OF KLAMATH FALLS,
OREGON, ORDAINS AS FOLLOWS:

Section I.

After completion of a viaduct, to be constructed over the railroad tracks on South 6th. Street, and after completion of construction and improvement of State Highway routes through the City of Klamath Falls,Oregon, as provided by said contract of September 23,1954; said State Highway Commission will, on a date to be fixed by it by letter or other written notice to the City of Klamath Falls,Oregon, place in service for one way traffic certain portions of streets as provided by said contract; and on and after that date there shall be one-way traffic in the direction herein stated on those portion of streets, as follows:

a. SOUTH BOUND;
Sixth Street from Main Street to Kinlock Avenue.

b. NORTH BOUND;
Commercial Street from Kinlock Avenue to Elm Avenue; and Seventh Street from Elm Avenue to Main Street.

c. WEST BOUND;
Elm Avenue from Seventh Street to Sixth Street.

Section II.

This ordinance shall not go into force and effect untill a period of 30 days has expired after its adoption and approval by the Mayor, and at the expiration of said 30 day period it shall be and is hereby declared to be in full force and effect.

Sextion III.

Upon adoption of this ordinance the Police Judge of said City shall forthwith forward to the State Highway Commission of the

Klamath Falls,Oregon, entered into a contract with, STATE OF OREGON, through its, HIGHWAY COMMISSION, whereby said Highway Commission desingates certain streets in said City for State Highways and agrees to improve same for that purpose; and said contract further provides that the City of Klamath Falls,Oregon, shall do certain things, among which is the providing for one way traffic on streets as hereinafter stated:

THEREFORE, THE CITY OF KLAMATH FALLS,
OREGON, ORDAINS AS FOLLOWS:

Section I.

After completion of a viaduct, to be constructed over the railroad tracks on South 6th. Street, and after completion of construction and improvement of State Highway routes through the City of Klamath Falls,Oregon, as provided by said contract of September 23,1954; said State Highway Commission will, on a date to be fixed by it by letter or other written notice to the City of Klamath Falls,Oregon, place in service for one way traffic certain portions of streets as provided by said contract; and on and after that date there shall be one-way traffic in the direction herein stated on those portion of streets, as follows:

a. SOUTH BOUND;
Sixth Street from Main Street to Kinlock Avenue.

b. NORTH BOUND;
Commercial Street from Kinlock Avenue to Elm Avenue; and Seventh Street from Elm Avenue to Main Street.

c. WEST BOUND;
Elm Avenue from Seventh Street to Sixth Street.

Section II.

This ordinance shall not go into force and effect untill a period of 30 days has expired after its adoption and approval by the Mayor, and at the expiration of said 30 day period it shall be and is hereby declared to be in full force and effect.

Sextion III.

Upon adoption of this ordinance the Police Judge of said City shall forthwith forward to the State Highway Commission of the

State of Oregon, a certified copy thereof

Section IV.

After said portions of streets are placed in service as one way streets, it shall be and is hereby declared unlawful for any person or persons to operate or drive a vehicle over or upon same, or any part thereof, in a direction opposite to that herein authorized.

Section V.

Any person or persons, who is guilty of violating this ordinance, or any part thereof, shall, upon conviction thereof in the Municipal Court of the City of Klamath Falls, Oregon, be fined not less than $5.00 or more than $100.00, or be imprisoned in the City jail not less than five or more than 30 days, or be punished by both such fine and imprisonment.

Passed by the Common Council of the City of Klamath Falls, Oregon, October 18th, 1954.

Presented to the Mayor and by him approved and signed this 19th day of October, 1954.

Payne E. Landry
Mayor

ATTEST: Frank A. Blackmer
Police Judge.

STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS,

I, Frank A. Blackmer, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true copy of an ordinance adopted by the Common Council of the City of Klamath Falls, Oregon, at its regular meeting held on the 18th day of October, 1954, and thereafter approved and signed by the Mayor and attested by the Police Judge.

Frank A. Blackmer
Police Judge

RECEIVED
AUG 27 1954
FOR FILING

11-05-(1)

5001

August 26, 1954

Mr. Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

Dear Mr. Collier:

Mr. C. H. Armstrong, State Parks Superintendent, has mentioned to me your letter concerning the desire of Mr. O. D. Matthews of Klamath Falls to build a building or showcase on the West Side by-pass through Klamath Falls. This by-pass should be built to expressway standards, and nothing should be built to cause the stopping of traffic on the route.

I would suggest that the building be placed somewhere in Klamath Falls, so when visitors stop in the city these Indian relics would be available. The Court House would probably be a good place for the display.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

RECEIVED
AUG 27 1954
FOR FILING

Salem, Oregon
August 25, 1954

Mr. R. H. Baldock

Offhand, I would be opposed to the proposal of Mr. O. D. Matthews, through Alfred D. Collier, to have a building housing Indian relics on the Klamath Falls west-side by-pass. This by-pass will be built to expressway standards, and I do not believe that anything should be permitted that would cause the stopping of traffic or pedestrian usage along such an expressway route.

I would see no objections if they wish to erect such a building in the Veterans' Memorial Park in such a manner that it would not have direct access to and from the expressway.

W. C. Williams

WCW:me

FORM 8-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 20, 1954

Mr. Alfred D. Collier, Curator
Collier State Park Logging Museum
P. O. Box 271
Klamath Falls, Oregon

Dear Mr. Collier:

I wish to acknowledge receipt of your letter of August 18, 1954, relative to the setting aside of a small piece of ground which would be utilized for the display of Indian relics, etcetera, for the benefit of the traveling public. This, I understand, is to be a building or showcase behind glass, construction to be by Mr. O. D. Matthews of Klamath Falls.

Inasmuch as such operations will be the responsibility of the road department, I am forwarding your letter to Mr. Baldock for whatever action he desires in the matter. It is quite likely he will discuss the matter with you.

Relative to the "Matthews Mark" property, I am not at the present time familiar with the area. If Mr. Matthews is serious and is desirous to give the area to the State, I will make an attempt to investigate the area as early as possible.

Very truly yours,

C. H. A.
C. H. Armstrong
State Parks Superintendent

CHA:dk

cc Mr. R. H. Baldock

REFERRED TO
Williams.
By State Highway Engineer

Your reaction to this please?

SWAN LAKE MOULDING COMPANY
Phone 3169 SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

August 18, 1954

C. H. Armstrong
State Superintendant of Parks
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. O. D. Matthews of this city has asked me to ask you people if in the design of the intersection of the West Side bypass through Klamath Falls with the Veteran's Memorial Park near Link River it would be possible to set aside a small piece of ground upon which he could build a building approximately 15 feet in diameter in which he could house his collection of Indian relics and other samples from various parts of the world behind glass so that the traveling public coulc inspect it at their leisure.

He would build the building and would give it to the State of Oregon, and it would be enclosed in glass so that the only upkeep would be on the outside where the people might drop papers, etc. Will you therefore please inspect the proposed intersection that they may have and advise me if there is any possibility of such a project.

Mr. Matthews has lived in Klamath Falls for over 40 years and he has been active in time past in the city council and is now a long time member of the city park board and the recreation committee. He has also been very active in American Legion affairs and is a Past Commander of Klamath Post #8 of the American Legion. He has a rather extensive collection of Indian artifacts and quite a lot of material from World War I and also material from his travels over the world.

Thank you for your study of this matter.

Respectfully yours,

/s/ Alfred D. Collier
Alfred D. Collier

ADC/dch
cc: O. D. Matthews
324 North 6th St.

P.S. I have also talked to Mr. Matthews some about the possibility of his giving his "Matthews Mark" property on Sprague River about four miles beyond the town of Beatty as a wayside park. You may have noticed this on your travels through the area. At the present time he has this developed and allows the public to use it for a picnic ground and for swimming.

ADC

RECEIVED
AUG 25 1954
FOR FILING

U-205(7)

5301

August 23, 1954

Mr. H. . . Ashley, Clerk
Klamath Falls Public Schools
Klamath Union High School Building
Klamath Falls, Oregon

Dear Sir:

I have been delayed in replying to your letter of May 24, addressed to Mr. H. B. Glaisyer, owing to the fact that our plans for the proposed west-side by-pass in Klamath Falls had not progressed to the stage where a clear determination could be made.

It now appears that the ultimate line is fairly well established, and I attach hereto a map, dated June, 1954, which shows the relationship of the proposed highway facility to the Conger School.

Our Locating Engineer, Mr. Joseph G. Toole, has conferred with Mr. E. S. Robinson, Chairman of the School Board; Mr. John F. Glubrecht, Plant Superintendent; and Mr. Gerald C. Clemens, Principal of the Conger School. He has advised of the information furnished to him relative to enlarging the present level area around the school, the obtaining of top soil, planting of an evergreen hedge, et cetera, and these matters will be given every consideration.

Until such time as we are in position to deal directly for the right of way, these matters cannot be determined. As soon as we are in a position to negotiate for the right of way these matters will be further discussed and explored.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me fp

(map - showing proposed location of the west side By-pass in vicinity of Conger School - June 1954 Scale 1" = 200')

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9th, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Reference is made to Assignment #5109, letter from Mr. H. B. Ashley, Clerk, Klamath Falls Public Schools, discussing our west side bypass in the vicinity of Conger School on California Avenue.

Attached is a map showing the location and a report from Mr. Toole advising that the school authorities would be satisfied if certain work be done as set forth in Mr. Toole's letter. This request seems reasonable, and I suggest Mr. Toole be authorized to prepare the plans accordingly.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
AUG 9 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
August 6, 1954

SUBJECT:

To: H. G. Smith
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In answer to your letter of July [illegible]th, I wish to report that the Conger School officials would like to obtain the following considerations in adjusting their future plans for expansion of the school to conform with the proposed location of the West Side By Pass.

Messrs. E. S. Robinson, chairman, District 1, John F. Glubrecht, plant superintendent, and Gerald C. Clemens, principal of the Conger School, did not voice any opposition to the proposed location during our recent conference, but suggested certain adjustments.

As an exchange for the property which we will need for the highway they would like for us to enlarge the present level area around the school to include all the available space possible. This would entail the excavation of approximately 30,000 cu. yds. of clay and shale materials and consist of the removing of the bank between the highway and school on a level with present school grounds, also they would like to obtain the top soil of area to be excavated for highway and would like to have a heavy evergreen hedge planted along the edge of road to reduce the noise of the trucks.

I would recommend that the considerations they have suggested be approved. Top soil is very scarce in that vicinity and it would seem proper to preserve what may be found in the highway area. The planting of the evergreen hedge is more or less in line with some of our landscape work and quite worthwhile from several points of view. The excavation of the school grounds can be worked in with the highway earthwork distribution and a large part of this cost would be absorbed in the road construction cost.

Very truly yours,

JGToole
Jos. G. Toole
Resident Engineer

RECEIVED

JGT/jn
cc: Swift.

FORM 8-123 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 26, 1954

Mr. H. B. Ashley, Clerk
Klamath Falls Public Schools
Klamath Union High School Building
Klamath Falls, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir:

This is to acknowledge your letter of May 24th addressed to Mr. Glaisyer and concerning the proposed route of the west side by-pass in Klamath Falls as it may affect Conger School on California Avenue.

Your letter is being referred to the State Highway Engineer who can advise you concerning the effect that the various survey lines will have on the school property.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query

Floyd Query, Assistant Secretary

FAQ:md

cc - Mr. R. H. Baldock

REFERRED TO
Williams
By State Highway Engineer

Please
prepare
answer

RECEIVED
1954

A. L. GRALAPP
SUPERINTENDENT

H. B. ASHLEY
CLERK

KLAMATH FALLS PUBLIC SCHOOLS
KLAMATH FALLS SCHOOL DISTRICT NO. 1
KLAMATH UNION HIGH SCHOOL DISTRICT NO. 2
KLAMATH UNION HIGH SCHOOL BUILDING
KLAMATH FALLS, OREGON

May 24, 1954

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

The board of directors of School District No. 1 of Klamath County, Oregon, is much concerned about the proposed routing of the west-side truck by-pass inasmuch as at least one of the surveys indicates that it would pass within 150 feet of Conger School, located on California Avenue in Klamath Falls.

This proposed route also divides property which the district purchased two years ago for expansion. Location of the by-pass there would render that property useless.

Before a final decision is reached by the Commission, this board would appreciate an opportunity to present further information concerning its position in the matter.

Very truly yours,

H B Ashley

H. B. Ashley, Clerk

RECEIVED
MAY 26 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1954
FOR FILING

U-25(4)

5301

August 20, 1954

Members of State Highway Commission

Gentlemen:

I enclose a copy of a letter that I have today received from Mr. Paul O. Landry, Mayor of the City of Klamath Falls, in response to the letter I sent him advising the Commission's action with respect to construction of an additional viaduct on South 6th Street in the City of Klamath Falls. I thought you would be interested in having this information.

I am also handing copies to Mr. Baldock and Mr. Williams for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.
cc: R. H. Baldock
W. C. Williams

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

August 19, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

This morning I called Mr. Baldock, and not being able to get hold of him, I spoke to Mr. Williams, and was adivsed that your letter was on its way to Klamath Falls. This afternoon it arrived. In reply, I would like to advise you that Monday night the Council discussed the matters that had been agreed upon at our meeting with the Highway Commission under date of August 12, and that the Council went on record as being willing to execute the agreement to be drawn by the Highway Department as soon as it arrives providing for the conditions outlined in your letter.

This is one time apparently, that we are in entire agreement, and as I told Mr. Williams this morning, I would appreciate you forwarding us the contract and what you want in the way of ordinances at your earliest convenience so that we can get this matter buttoned once and for all. An early receipt of the contract and this information would allow us to complete them without delay, and permit you to advertise for bids on the viaduct as soon as your engineers will have completed the plans.

We would appreciate it if you would have the conditions in the contract as to one-way traffic to be made to take effect as of the date of the construction of the viaduct.

This has been a rather hard matter to finalize because of the conditions in our community which you are well aware of, and now that we have this much on which we have a complete meeting of minds, we are most anxious to tie it up.

Yours very truly,

Paul O. Landry

Paul O. Landry
Mayor

LETTER TO
DATE

POL:dg

KLAMATH FALLS, OREGON

RECEIVED
AUG 20 1954
OREGON
STATE HIGHWAY COMMISSION

8/14/54

August 18, 1954

Hon. Paul O. Landry, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mayor Landry:

During the after dinner meeting that was held in the Willard Hotel on the occasion of the State Highway Commission's visit to Klamath Falls on Thursday, August 12, discussion was had of the City's request for construction of an additional viaduct on South 6th Street to relieve traffic congestion that now occurs on the existing structure.

The Commission at that time indicated that it might proceed with the construction of such viaduct under certain conditions. Subsequently the Commission reached a final decision in the matter, and instructed me to advise you thereof as follows:

If and when the City of Klamath Falls adopts an appropriate city ordinance designating South 6th Street and South 7th Street between Main Street and the south end of the existing viaduct as a one way traffic couplet, then the Commission will give the matter of constructing a new viaduct further consideration, and may authorize the building of the viaduct if the City will agree to certain other requirements which will be set forth in an agreement covering the entire matter. The other requirements referred to include (1) payment by the City of one-half the cost to install traffic signals as may be required, (2) adoption by the City of an ordinance prohibiting the parking of vehicles in certain locations, and (3) payment by the City of the entire cost of constructing a pavement on Elm Street between South 6th Street and South 7th Street near the North end of the viaduct.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

FOR FILING

1-205 (9)

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

NOTED
State Highway Engineer

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
AUG 2 1954

Paul Landry, Mayor

Klamath Falls, Oregon

Proposed contract agreement by and between City of Klamath Falls and State Highway Commission being sent to you today via air mail. If possible have agreement signed by mayor and recorder after formal approval of City Council and return for action of State Highway Commission by August 9. Best regards.

R. H. Baldock

REFERRED TO
By State Highway Engineer

(Four copies sent by air mail Aug. 2, with confirmation copy of this telegram)

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1954

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Mr. Baldock:

I send you herewith five copies of the proposed agreement with the City of Klamath Falls, covering resurfacing, channelizing, new construction, and signal installations.

The map incorporated into this agreement is attached to only one copy. If desired, additional copies of the map can be obtained from the Construction Department.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

sth

FORM 230—50M—4-54—74386

11-2-2(1)

6301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1954

SUBJECT: Proposed agreement with Klamath Falls

To:

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Mr. Baldock:

E-X-T-R-A-C-T

Things To Be Done By City: . . .

c. The resurfacing of Sixth Street from Main Street to Kinlock Avenue; the resurfacing of Seventh Street from Main Street to Elm Avenue, including widening Seventh Street to 40 feet of pavement from Klamath Avenue to Oak Avenue; the resurfacing of Commercial Street from Elm Avenue to Kinlock Avenue; and the grading and paving of Elm Avenue to a width of 24 feet between Sixth and Seventh Streets.

Note: The cost figure of $150,000.00 mentioned by Mr. Enfield via telephone just before lunch referred to the truck route resurfacing. I do not have the cost figure for this resurfacing.

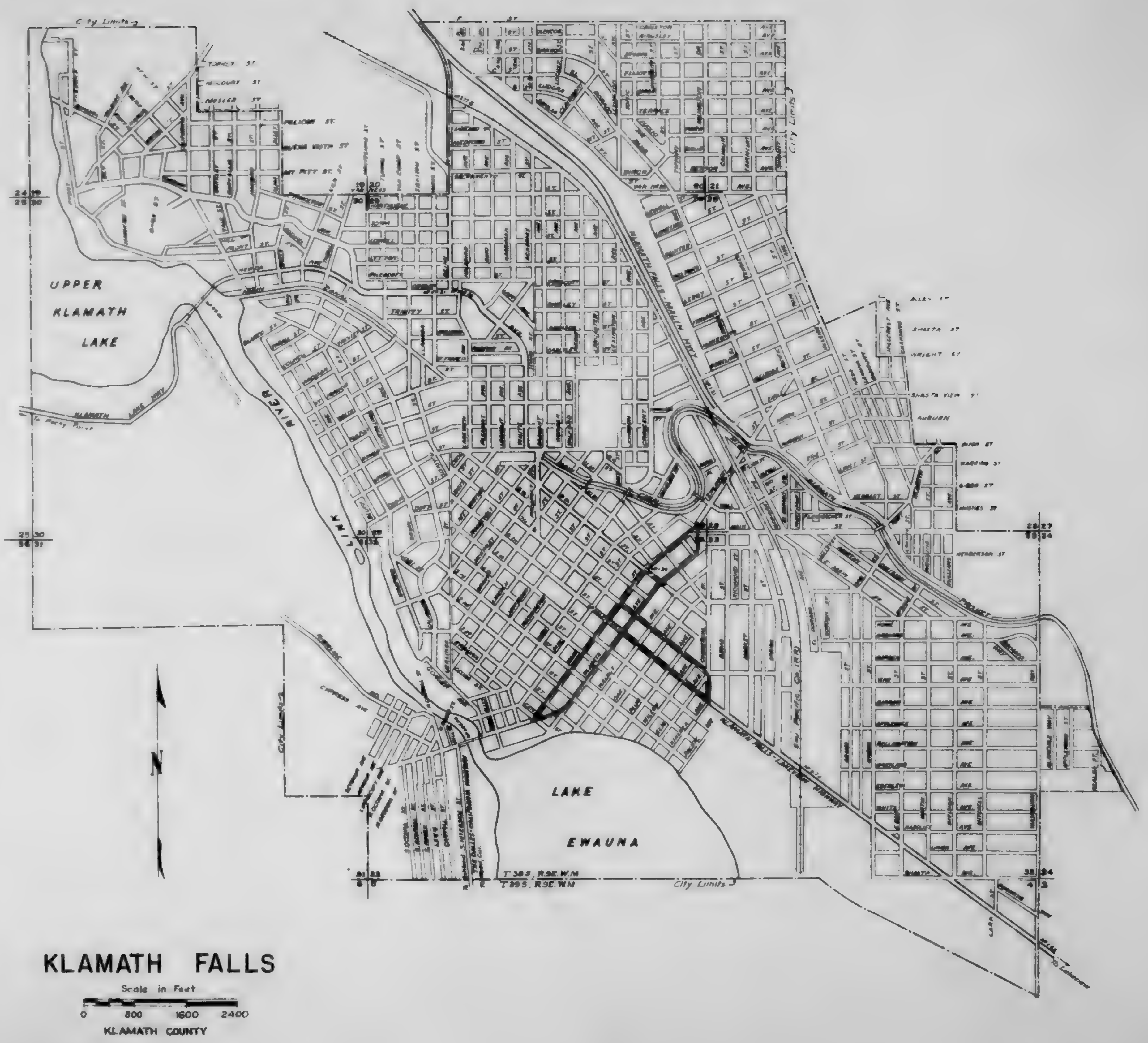
Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
Leslie B. Hampton
Assistant Attorney

LBH:mv

Enclosure


City Limits
UPPER
KLAMATH
LAKE
KLAMATH LAKE HWY
To Rocky Point
LINK
RIVER
KLAMATH FALLS - MALIN HWY
TRINITY ST
ALLEY ST
SHASTA ST
WRIGHT ST
SHASTA VIEW ST
AUBURN
DIXON ST
HUGHES ST
HENDERSON ST
So. Pacific Co. (R.R.)
KLAMATH FALLS - LAKEVIEW HIGHWAY
CYPRESS AVE
City Limits
LAKE
EWAUNA
T.38S. R.9E.W.M.
T.39S. R.9E.W.M.
City Limits
To Lakeview
N
24 19
25 30
25 30
36 31
28 27
33 34
31 32
6 5
33 34
4 3
KLAMATH FALLS
Scale in Feet
0
800
1600
2400
KLAMATH COUNTY

Rev 6-27-52

RECEIVED
FOR FILING

U-205(9)
5201

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 16, 1954

SUBJECT:

To:
Mr. C. W. Enfield
Chief Counsel
OFFICE

On June 16, 1954 I requested that an agreement be prepared covering the one-way street system in Klamath Falls. Where is it?

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
FOR FILING
11-205(9)

5201

NOTED
W. C. WILLIAMS

June 18, 1954

Honorable Paul O. Landry
Mayor of Klamath Falls
Klamath Falls, Oregon

Dear Sir:

I hand to you herewith a map which shows our present thinking with respect to highway improvements and connections in the southerly part of Klamath Falls. While this plan may be subject to minor variations in design, it would appear to be the most feasible layout considering the restrictions in that area.

If the proposed pump house on the northeasterly side of Link River has not been built, it should be moved easterly about 20 feet from the location indicated on the map, as it will simplify the design and result in a saving of construction cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

FC:js lg

Construction Dept
has tracing
Klamath Falls - proposed
Truck Route - Jan 1, 1954
Rev. Feb. 18, 1954

FORM E-30X 37½ 3-54 79780

U 305(9)

5201

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
State Highway Engineer

Salem, Oregon
June 16, 1954

SUBJECT:

To:
Mr. C. W. Enfield
Chief Counsel
O F F I C E

Will you please prepare an agreement to be executed by the Highway Commission and the City of Klamath Falls covering the proposed one-way street couplet on Sixth and Seventh Streets from Main Street to Commercial on the Klamath Falls-Lakeview Highway, and on Main and Klamath Streets from Center to Esplanade on The Dalles-California Highway.

This agreement should be in the usual form and, among other things, should contain a provision which obligates the City to keep the system into effect permanently, and to pay 50% of the cost of traffic lights and to assume the cost of maintenance and electricity for operation of the traffic lights.

I am attaching six copies of a map which indicate the locations referred to above.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.
cc R. H. Baldock ✓

RECEIVED
FOR FILING
11-205(9)
5301

June 16, 1954

Honorable Paul O. Landry
Mayor of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Landry:

Herewith is some information about one-way streets which I thought might interest you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Enc[illegible].

NATIONAL SAFETY COUNCIL

425 North Michigan Avenue - Chicago 11, Illinois

March 19, 1954

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Dept.
Salem, Ore.

Dear Bruce:

Please accept my apology for the delay in answering your letter of February 15.

The following information is taken from the Inventory Reports for the year 1952:

(1) Reports show that 92 per cent of the cities under 25,000 population, reporting in the Inventory reported having one or more one-way streets. We can't say that this figure holds true for all cities under 25,000 population, since only 407 of the possible 750 odd cities reported.

(2) It was indicated in the same year's Inventory Reporting that a study made in Ohio of some 18 cities which had pretty generally adopted the one-way street pattern showed an 11.4 per cent increase in their gross business.

This statement was made at an Ohio League of Municipalities Meeting in Cleveland last year.

Since this information should be authenticated before being used or quoted, I am taking immediate steps to get the names of the cities used in this study and taking steps to find out who conducted the study.

As soon as that information comes, Bruce, I will shoot it right on to you.

Kind personal regards.

Yours very sincerely,

/s/ Paul
Paul F. Hill, Field Director
Western Region

PFH:cv

C
O
P
Y

SACRAMENTO RETAIL MERCHANTS ASSOCIATION
SACRAMENTO 6, CALIFORNIA

October 10, 1950

Honorable City Council
City of Sacramento
City Hall
Sacramento, California

Gentlemen:

Experience in the use of one-way streets in Sacramento has so completely proved the value of this system in point of safety, convenience and comfort of the motoring public and pedestrians, and for expediting transportation and delivery facilities, that the Sacramento Retail Merchants Association requests the one-way street system be extended to include whatever additional streets are deemed necessary and advisable through traffic studies.

It has come to the attention of this Association that many of those who originally were opposed to one-way streets before the system was tried out have, themselves, become strong advocates of this method of handling traffic.

Therefore this Association has gone on record urging Sacramento City Council to extend the one-way street pattern to those areas where traffic congestion now is a menace to public safety, a hazard to shoppers and a detriment to the conduct of business.

Yours very truly,

THE RETAIL MERCHANTS ASSOCIATION OF SACRAMENTO
Arthur McKay, President
Harold J. McCurry, Secretary-Manager

FORM E-90 25M 9-51 83218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

I hand to you herewith a map which is the best available at this time which indicates our present thinking with respect to the crossing of Link River on the new West Side By-Pass in Klamath Falls and the connections thereto.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1954

SUBJECT:

To: Mr. W. C. Williams

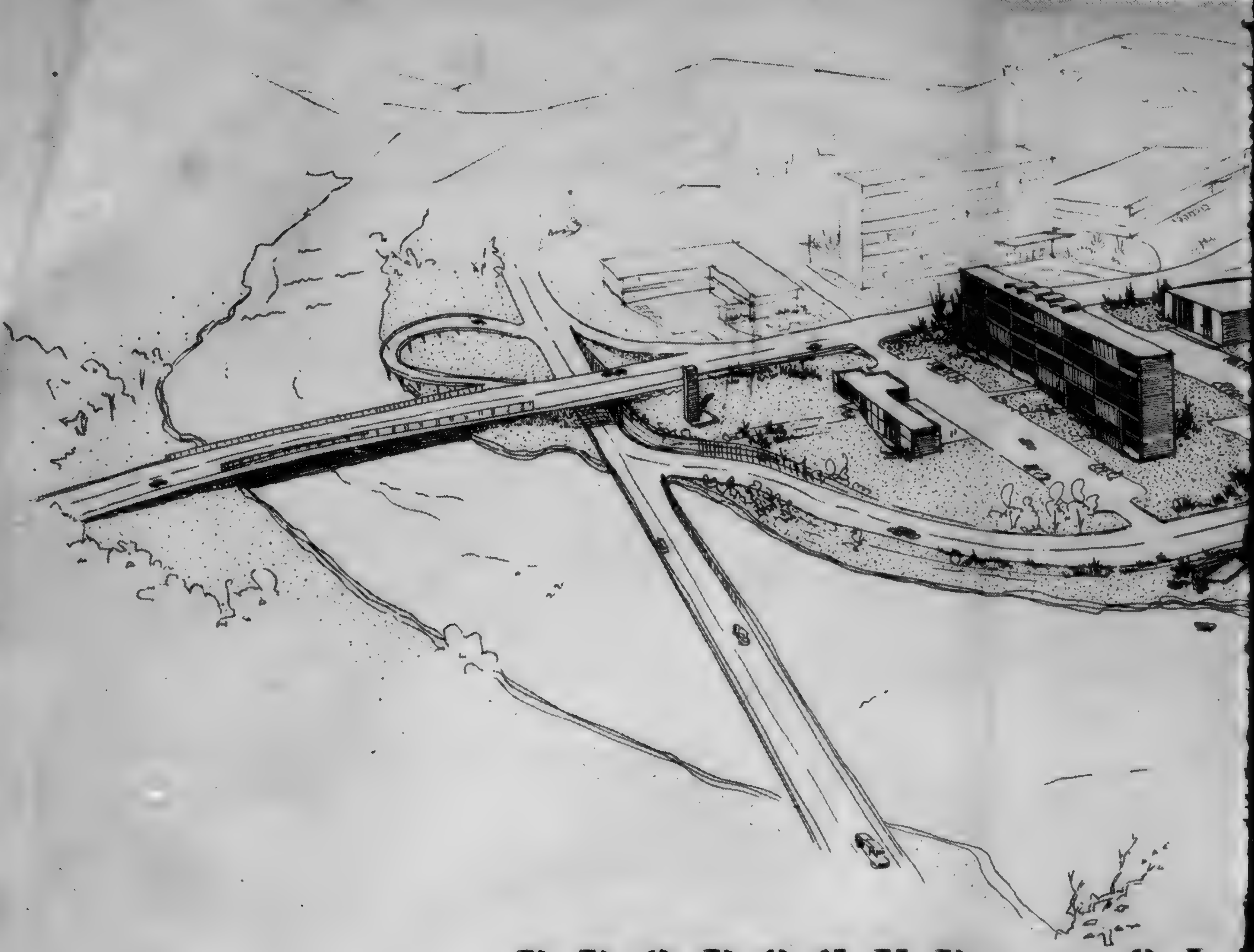
PLEASE RETURN TO
W. C. WILLIAMS

NO
W. C. WILLI

Attached hereto are sketches of a proposed park along the Link River in Klamath Falls, a portion of which we will probably need in building the interchange with the West Side By-pass. I promised the Mayor I would send him the area required for the inter change. Please advise me as soon as you can.

R. H. Baldock

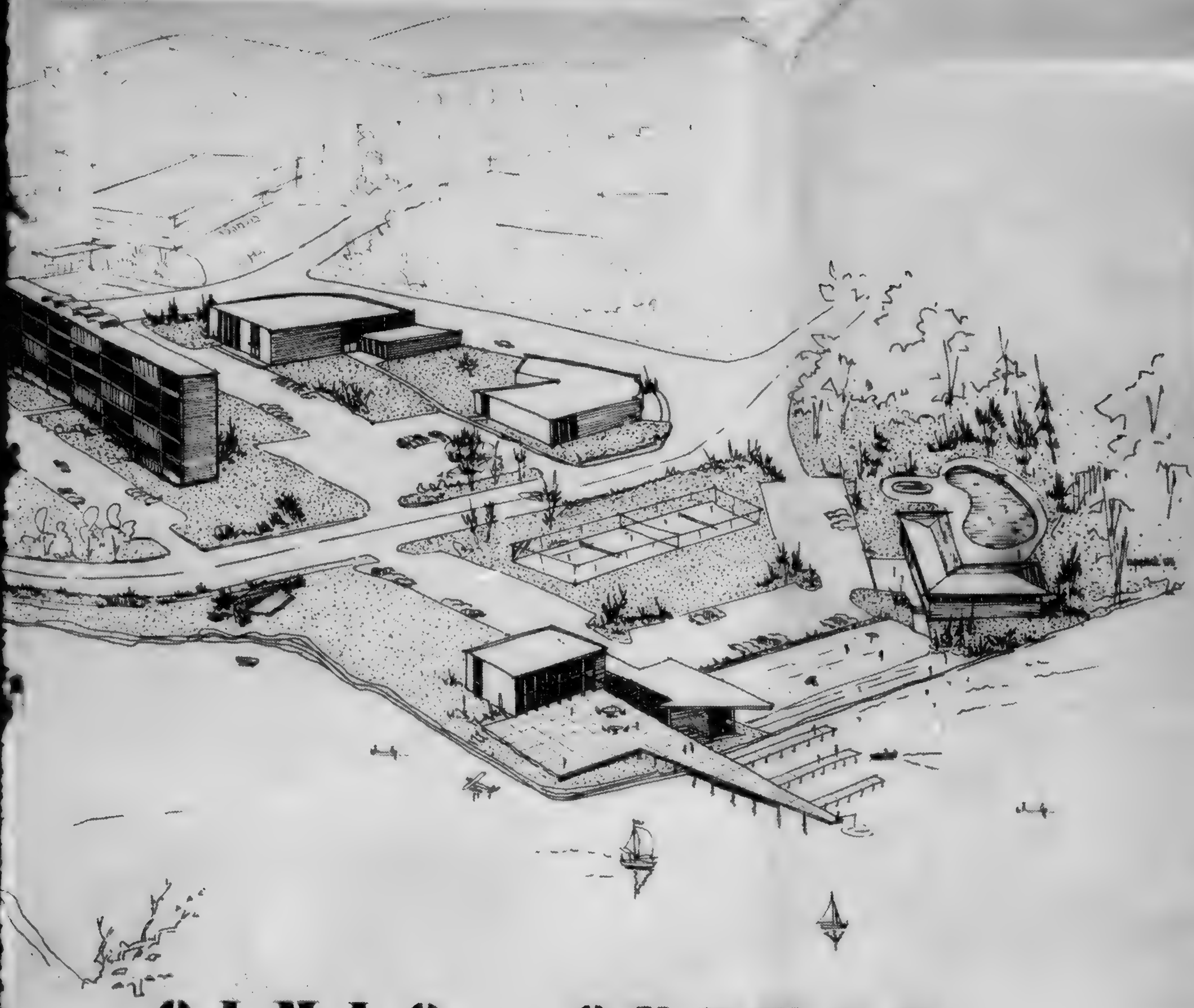
RHB:hi
Attach.



PROPOSED CI

KLAMATH FALLS

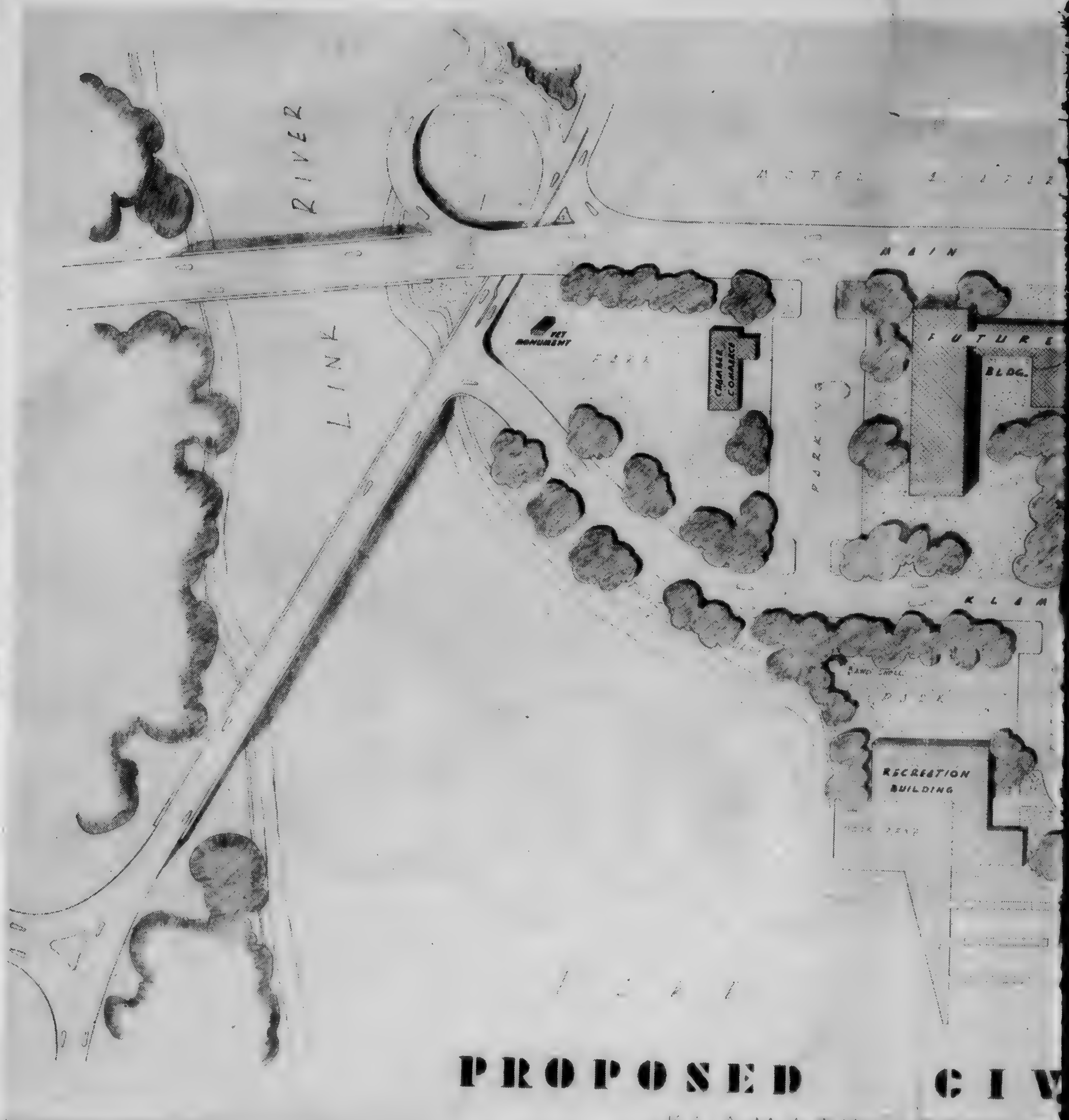
HOWARD R. PERRIN • AR



CIVIC CENTER

FALLS, OREGON

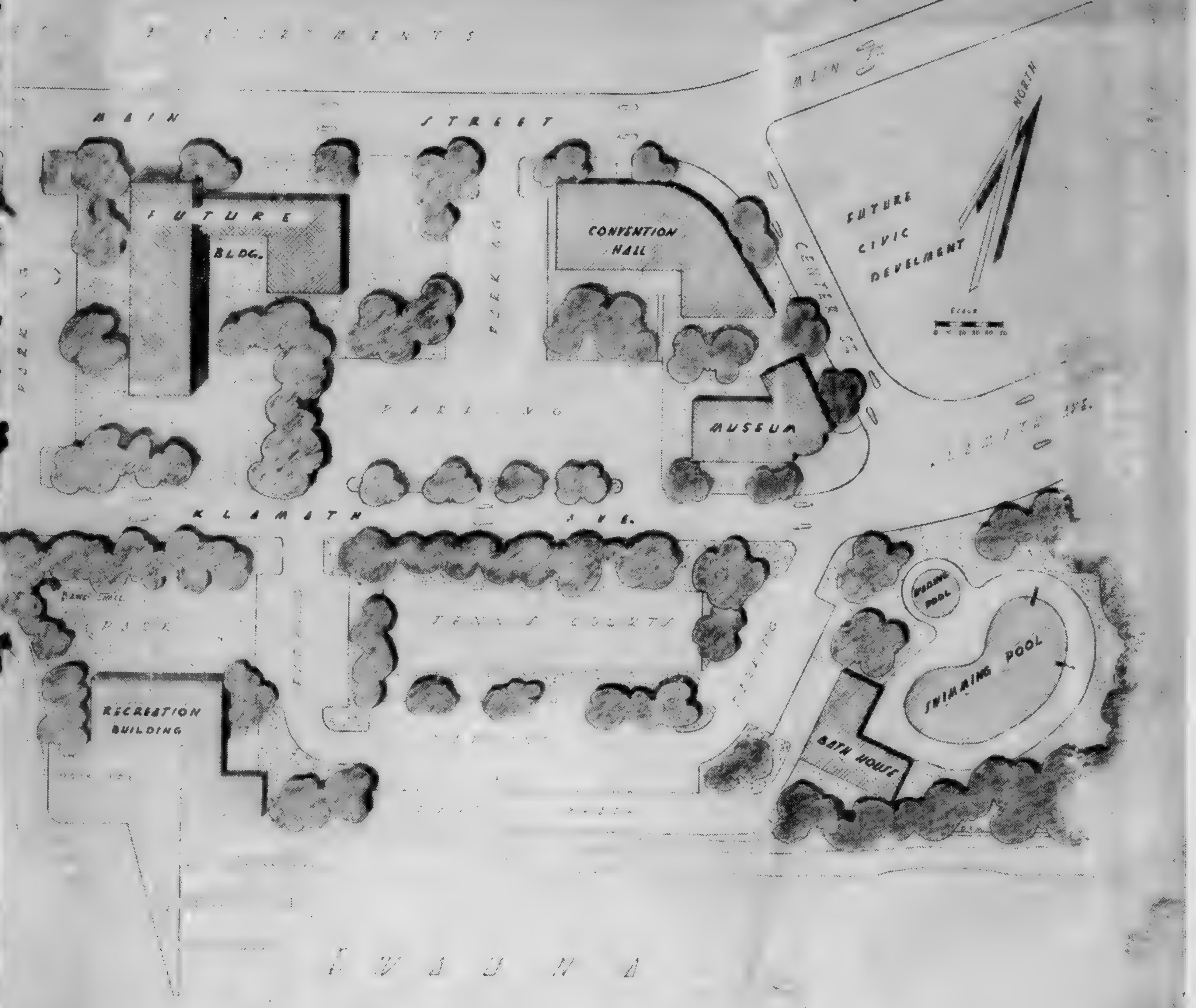
RIN • ARCHITECT • AIA



PROPOSED CIV

KLAMATH FALLS

HOWARD R. [illegible] • ARCHI



D CIVIC CENTER

[illegible] FALLS OREGON

• ARCHITECT • A. I. A.

RECEIVED
JUN 1 0 1954
FOR FILING

U-305(1)

5301

Salem, Oregon
June 9, 1954

Mr. R. H. Baldock

Mayor Landry of Klamath Falls called while you were away and asked that you call him early next week relative to the proposed one-way street couplet and 6th Street viaduct. He was quite anxious that an agreement be executed between the Highway Commission and the City covering these matters. I believe he intends to ask your advice as to whether he should again appear before the Highway Commission to urge the early installation of the one-way street couplet, as well as construction of the 6th Street viaduct.

I told Mr. Landry that I would bring this to your attention and that you would probably call him early in the week.

W. C. Williams

WCW:me

RECEIVED
JUN 10 1954
FOR FILING

U-305(1)

4301

Salem, Oregon
June 9, 1954

Mr. R. H. Baldock

Mayor Landry of Klamath Falls called while you were away and asked that you call him early next week relative to the proposed one-way street couplet and 6th Street viaduct. He was quite anxious that an agreement be executed between the Highway Commission and the City covering these matters. I believe he intends to ask your advice as to whether he should again appear before the Highway Commission to urge the early installation of the one-way street couplet, as well as construction of the 6th Street viaduct.

I told Mr. Landry that I would bring this to your attention and that you would probably call him early in the week.

W. C. Williams

WCW:me

RECEIVED
JUN [illegible] 1954
FOR FILING

U-205([illegible])

5-01

June 3, 1954

Mr. H. B. Ashley, Clerk
Klamath Falls Public Schools
Klamath Union High School Building
Klamath Falls, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Ashley:

We have your letter of June 1st concerning the proposed location of the west side truck by-pass in Klamath Falls and listing reasons for opposing the route which cuts across school property.

We have checked with the Engineering Department concerning reference of your letter of May 24th to that department, and they have told us that information is now being secured and that you will hear from them next week.

We might point out that several survey lines have been run for the location of the by pass route, but no route has been adopted, and we do not know at this time which survey line will be recommended for construction. So that the Highway Engineer and the Commission may be advised of your objections, we are forwarding copies of your letter to them.

In the event that the line through the school property is considered the most desirable route, you may be assured that you will have ample opportunity to present your case.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Commissioners
R. H. Baldock

June 1, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of May 26 concerning the proposed location of the west side truck by-pass in Klamath Falls.

The Board of Directors of School District No. 1 has considered the matter further with particular emphasis being given to the following:

1. Location of the road as shart a distance from Conger school as the survey stakes indicate would render the noise from heavy trucks a serious interruption of school class activities.

2. The survey cuts across the present school playground, further reducing the size of an already crowded area.

3. The survey divides property purchased by the district two years ago for expansion, rendering it useless for that purpose.

In view of the points cited above for re-emphasis, the Board of Directors respectfully requests that the Oregon State Highway Commission grant a hearing in Klamath Falls in order that the locat situation may be thoroughly examined.

Very truly yours,

H. B. Ashley, Clerk
Klamath Falls Public Schools

RECEIVED
JUN 2 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1954
FOR FILING

May 26, 1954

Mr. H. B. Ashley, Clerk
Klamath Falls Public Schools
Klamath Union High School Building
Klamath Falls, Oregon

Dear Sir:

This is to acknowledge your letter of May 24th addressed to Mr. Glaisyer and concerning the proposed route of the west side by-pass in Klamath Falls as it may affect Conger School on California Avenue.

Your letter is being referred to the State Highway Engineer who can advise you concerning the effect that the various survey lines will have on the school property.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

cc - Mr. R. H. Baldock

L. Gralapp
Superintendent

H. B. Ashley
Clerk

KLAMATH FALLS PUBLIC SCHOOLS
Klamath Falls School District No. 1
Klamath Union High School District No. 2
Klamath Union High School Building
KLAMATH FALLS, OREGON

May 24, 1954

COPY

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

The board of directors of School District No. 1 of Klamath County, Oregon, is much concerned about the proposed routing of the west-side truck by-pass inasmuch as at least one of the surveys indicates that it would pass within 150 feet of Conger School, located on California Avenue in Klamath Falls.

This proposed route also divides property which the district purchased two years ago for expansion. Location of the by-pass there would render that property useless.

Before a final decision is reached by the Commission, this board would appreciate an opportunity to present further information concerning its position in the matter.

Very truly yours,

/s/ H. B. Ashley
H. B. Ashley, Clerk

RECEIVED

FOR FILING

11-205 (9)

5301

STATE HIGHWAY COMMISSION MEETING

Delegation Mayor Paul O. Landry , Klamath Falls

Date February 25, 1954

Time 2:15 p.m.

Name	City or Town	Capacity
Paul Landry	Klamath Falls	Mayor
Greer Drew	" "	Crosstown Traffic Committee
Casper Noty	" "	" " "

RECEIVED
FEB 23 1954
FOR FILING

February 19, 1954

Oregon State Highway Commission

Gentlemen:

For some time we have had under study a plan for a one-way street system in Klamath Falls. This plan contemplated that southbound traffic would use Main Street, which is the present route of US97. Northbound traffic would cut over between First and Second Streets in the southerly part of town to Klamath Avenue, which is one block easterly of Main, thence north to Broad Street and connect to Esplanade at Spring.

In connection with this plan, the City contemplates a truck route which would leave The Dalles-California Highway at Second and Klamath, diagonal easterly to Plum at Fourth, north on Plum to Oak, and thence via Spring to Esplanade. The route would be two-way and would be built entirely at the cost of the City east of Klamath Avenue.

The cost of constructing the one-way street couplet with necessary connections at the north and south ends is estimated at $185,000. The City contemplates asking the voters to approve a bond issue for the construction of the truck route, and have asked that should their bond issue be approved the State agree to construct the one-way couplet so that the whole plan could be put into effect simultaneously. I recommend that you agree to put in the one-way couplet under such circumstances.

The matter will be on the agenda for the next meeting, and Mayor Landry will appear before you at that time.

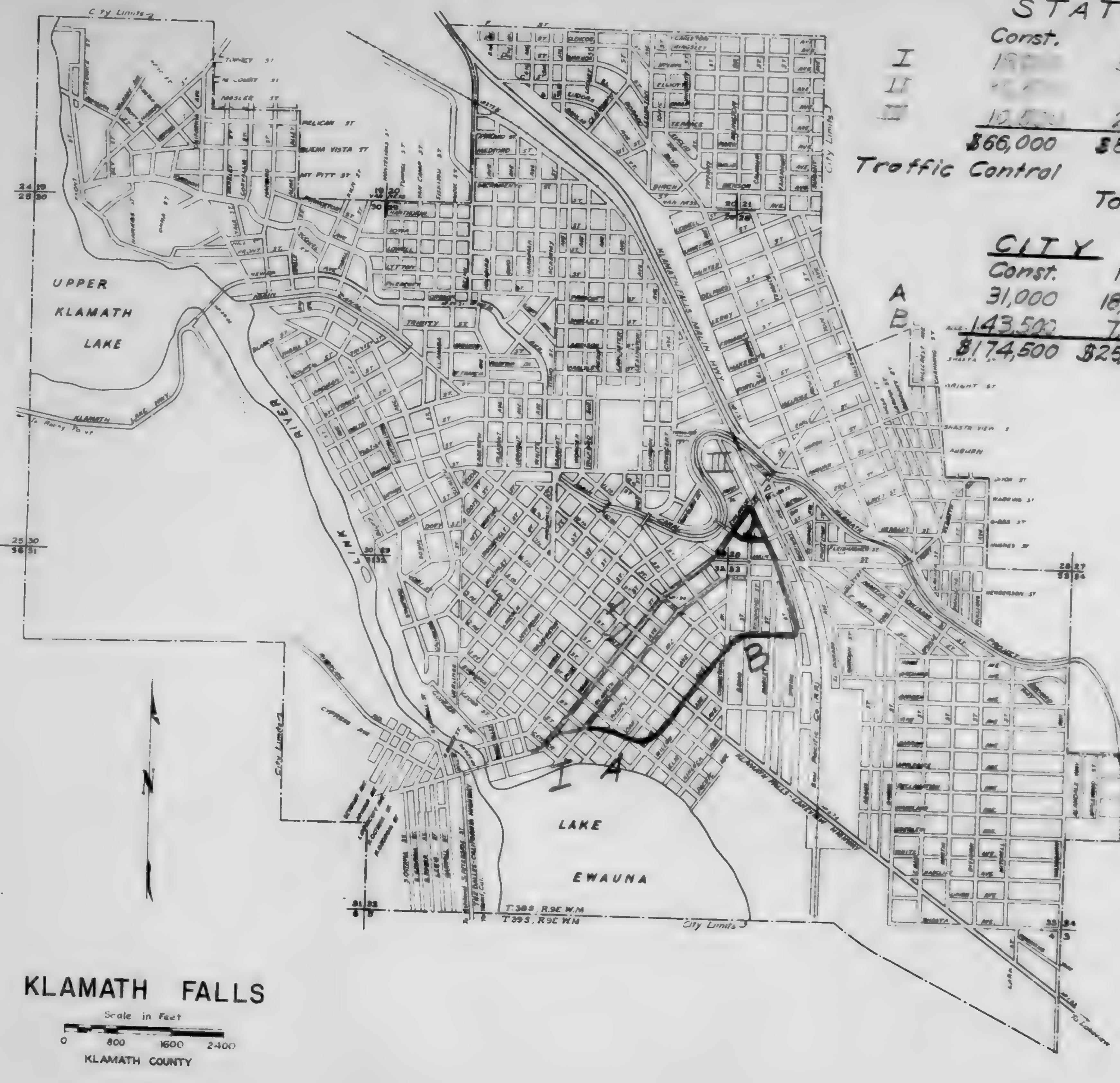
Maps and charts will be prepared so that the entire plan may be fully explained.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. C. H. Maison

FC:js fp



KLAMATH FALLS

Rev. 9-27-52

STATE

	Const.	R/W	Total
I	[illegible]	55,0[illegible]	$74,[illegible]
II	[illegible]		[illegible]
III	10,5[illegible]	29,[illegible]	[illegible]
	$66,000	$84,000	$150,000
Traffic Control			35,000
		Total	$185,000

CITY

	Const.	R/W	Total
A	31,000	18,000	$49,000
B	143,500	7,500	$151,000
	$174,500	$25,500	$200,000

RECEIVED
FEB 19 1954
FOR FILING

U-205(9)

5301

February 18, 1954

Mrs. Mary Rogers, Clerk
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mrs. Rogers:

Until we have completed the survey and definitely located the line on the West Side By-pass, which is now under way, I would appreciate your holding Lots 18, 19, 20, and 22 in Block 150, Buena Vista Addition, and not putting them up for sale. Please advise the Klamath Falls Planning Commission.

We expect to complete this survey in about six months.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

February 15, 1954

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The City of Klamath Falls Planning Commission have asked me to write you whether or not Lots 18, 19, 20, and 22 in Block 150, Buena Vista Addition, are still to be withheld from sale for highway purposes.

There might be an opportunity to sell these lots; so will you please let us know as soon as possible.

Yours very truly,

(Mrs.) Mary Rogers
Clerk

mr

REFERRED TO Mr Baldock
BY SECRETARY

RECEIVED
FEB 16 1954
OREGON
STATE HIGHWAY COMMISSION

KLAMATH FALLS, OREGON

RECEIVED

FOR FILING

11-205 ([illegible])

[illegible]

Salem, Oregon
January 20, 1954

Mr. R. H. Baldock

We have completed our studies of the two alternate by-passes in Klamath Falls which we refer to as the East Side By-pass and the West Side By-pass. In the West Side By-pass there are two alternates, but the study indicates so conclusively the preference of the westerly line, which hereinafter will be referred to as Route No. 1, that this route only will be used in comparison with the East Side route.

The West Side, Route No. 1 (shown in black on the attached map) has an overall length of 6.1 miles, of which the southerly 1.6 miles have been constructed to a satisfactory standard and do not need reconstruction. There will be required then 4.5 miles of new construction, estimated to cost $1,854,000, which includes both right of way and construction. The estimated average daily traffic 10 years hence is estimated at 6,000 vehicles. This route shows a benefit quotient of 4.83.

East Side Route No. 3 has an overall length of 6.8 miles and is shown in red on the attached map. This route would require 5.1 miles of new construction, and the estimated cost of right of way and construction is $1,682,000. While the estimated cost of this route is $172,000 less than Route No. 1, the benefit quotient is only 2.72. The average estimated daily traffic 10 years hence is 4,500 vehicles. The selection of the best by-pass route must be based on the benefit quotient, which is the ratio between the annual benefits to the road user and the annual road cost, which includes amortization of the investment, maintenance, and operation.

On Route No. 1 the annual benefits to the road user are estimated at $478,575, and the estimated annual cost is $99,090, leaving a net saving of $379,465. The annual benefits on Route No. 3 are estimated at $259,564, with an estimated annual cost of $95,586, leaving a net benefit of $163,978. The resulting net benefit between the two routes is $215,487 annually. On the assumed 30-year amortization basis this results in a total benefit to the road user for the 30-year period of $6,464,610.

In addition to the tremendously greater benefits of Route No. 1 there is also the major advantage of providing a direct connection to the Green Springs Highway, which is not feasible from Route No. 3.

In summation of the above facts, it is my recommendation that no further consideration be given to Route No. 3, and that we proceed post haste to complete our survey on Route No. 1 and start the acquisition of the necessary right of way.

WCW:me

W. C. Williams

SUGGESTED DRAFT

January 19, 1954

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions I am making a report of the reconnaissance estimates of cost and the benefits of highway improvements in the vicinity of Klamath Falls.

Route No. 1, with an over-all length of 6.1 miles, shown in black on the attached map, is estimated to cost $1,854,000 for 4.5 miles of construction. The benefit quotient for this section is 4.83. This route connects points A-F-G-H-I-E. The estimated average daily traffic ten years hence is 6,000 vehicles.

Route No. 2, with an over-all length of 6.1 miles, shown in green on the attached map, is estimated to cost $1,923,000 for 4.2 miles of construction. The benefit quotient for this section is 4.63. This line connects points A-B-J-G-H-I-E. The estimated average daily traffic ten years hence on this line is 6,000 vehicles.

not to be used

Route No. 3, with an over-all length of 6.8 miles, shown in red on the attached map, is estimated to cost $1,682,000 for 5.1 miles of construction. The benefit quotient on this line is 2.72. This line connects points A-B-C-D-E. The estimated average daily traffic ten years hence on this line is 4,500 vehicles.

None of these routes will divert sufficient traffic from the business district to relieve the traffic congestion; therefore, the selection of the best express route through Klamath Falls must be based on the benefit quotient. The benefit quotient is the ratio between the annual benefits to the road user, represented by the savings in the operation cost of motor vehicles and in time savings to vehicle operators and passengers, and the annual road cost, including the amortization of the investment, maintenance and operation.

In conclusion, Route No. 1 with a benefit quotient of 4.83 is recommended for the express route through Klamath Falls.

Attachment
cc: Mr. F. B. Crandall
GLS:bl

FORM E-30 25M 8-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1954

SUBJECT: Realignment of The Dalles-California Highway through Klamath Falls

To: Mr. Forrest Cooper
Assistant Construction Engineer

NOTED
W. C. WILLIAMS

Attached hereto are two copies of the Engineering and Economic Considerations Involved in the Realignment of The Dalles-California Highway Through Klamath Falls, two copies of a suggested draft to the Oregon State Highway Commission, and eight extra copies of the vicinity map.

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachments
GLS:bl

RECEIVED

FOR FILING

FORM E-20 25M 8-51 94318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 5, 1954

NOTED
W. C. WILLIAMS

To:
Mr. J. G. Toole
Resident Engineer
State Highway Dept.
P. O. Box 1090
Klamath Falls, Oregon

SUBJECT:

Dear Sir:

We have been attempting to make an analysis of the east and west side routes through Klamath Falls for Mr. Baldock, but have run into difficulties with regards to lengths and cost estimates.

Originally, working off of Drawing No. 6B-11-9, which is a 2,000 foot scale map of the Klamath Falls area, it appeared that the west side route was 7.08 miles long and the east side route 7.58 miles long, making the west side route one-half mile shorter. When the information that you sent in was compiled on our city map of Klamath Falls, which is on the scale of 800 feet to the inch, measurements would indicate that the two lines are approximately the same length. The estimate that you submitted was for five miles and this section actually scales 5.7 miles from the map.

In order to resolve these differences, I am handing you herewith a map of the area involved and ask that you indicate the proper distances from common points on the north to common points on the south so that a proper analysis can be made. Also, I would like for you to check your estimate which is for 5 miles, and, if it should have been for 5.7 miles, please make the necessary corrections.

The map which I am sending you is confidential and must be returned with your revised distances and estimates.

Please submit this information immediately as Mr. Baldock would like to see it before he leaves the State on January 8th.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:us

cc W. E. Chandler
W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 1

The realignment of The Dalles-California Highway through Klamath Falls from a point approximately 0.2 mile north of the Klamath Falls north city limits southerly paralleling Montelious Street, California Avenue, Conger Avenue, Riverside Street, crossing Green Springs Drive approximately 0.3 mile south of the Klamath Falls south city limits, thence southerly over the hill to a point 0.1 mile northeast of the Green Springs Highway junction. This line has access points at Oregon Avenue and Main Street.

The estimated 1953 average daily traffic on this section was 3,400 vehicles. The estimated average daily traffic for the next 30 years is 6,000 vehicles. Approximately 20 per cent of the traffic is thru traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination some place within the Klamath Falls area. This route would divert some traffic from Main Street, but this gain would soon be offset by additional local movement; therefore, the congestion in the Klamath Falls business district will not be relieved.

This improvement calls for the expenditure of $1,854,000 for right of way and construction of 4.5 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $99,090.

The reduction in distance, elimination of traffic stops, and reduction of congestion results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $268,259 and the time-element savings are $210,316, for a total user savings of $478,575.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project the road user will receive approximately $4.83 in benefits.

Length of New Construction	4.5 miles
Reduction in Distance	1.03 miles
Reduction in Curvature	237 degrees
Reduction in Rise and Fall	No change
Estimated Cost of Construction	$1,854,000
Estimated Annual Cost, Construction, Maintenance, Etc.	$99,090
Estimated Annual Value of Benefits to Users	$478,575
Dollars of Annual Benefits for Each Dollar of Annual Cost	$4.83

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 2

The realignment of The Dalles-California Highway through Klamath Falls via Beihn Street, Uerlings Street, paralleling Conger Avenue, Riverside Street, crossing Green Springs Drive approximately 0.3 mile south of the Klamath Falls south city limits, thence over the hill to a point 0.1 mile northeast of the Green Springs Highway junction. This line is identical to Route 1 except from a point near Second Avenue to the northern terminus. This line has access points at Oregon Avenue and Main Street.

The estimated 1953 average daily traffic on this section was 3,400 vehicles. The estimated average daily traffic for the next 30 years is 6,000 vehicles. Approximately 20 per cent of the traffic is thru traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination some place within the Klamath Falls area. This route, as in the case of Route No. 1, would not divert a sufficient amount of traffic from Main Street to relieve the congestion in the business district.

This improvement calls for the expenditure of $1,923,000 for right of way and construction of 4.2 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $102,692.

The reduction in distance, elimination of traffic stops, and reduction of congestion results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $266,441 and the time-element savings are $209,410, for a total user savings of $475,851.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project the road user will receive approximately $4.63 in benefits.

Length of New Construction	4.2 miles
Reduction in Distance	1.03 miles
Reduction in Curvature	332 degrees
Reduction in Rise and Fall	No change
Estimated Cost of Construction	$1,923,000
Estimated Annual Cost, Construction, Maintenance, Etc.	$102,692
Estimated Annual Value of Benefits to Users	$475,851
Dollars of Annual Benefits for Each Dollar of Annual Cost	$4.63

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January 1954

ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT OF THE DALLES-CALIFORNIA HIGHWAY THROUGH KLAMATH FALLS

ROUTE 3

The realignment of The Dalles-California Highway through Klamath Falls from a point near the extension of Melrose Street paralleling the Southern Pacific Railroad to a point just north of the junction of the Southern Pacific Railroad and the Great Northern Railroad, thence southwesterly across the Southern Pacific Railroad tracks and paralleling the Klamath River to a point just south of the Klamath River bridge. This line has an access point at South Sixth Street.

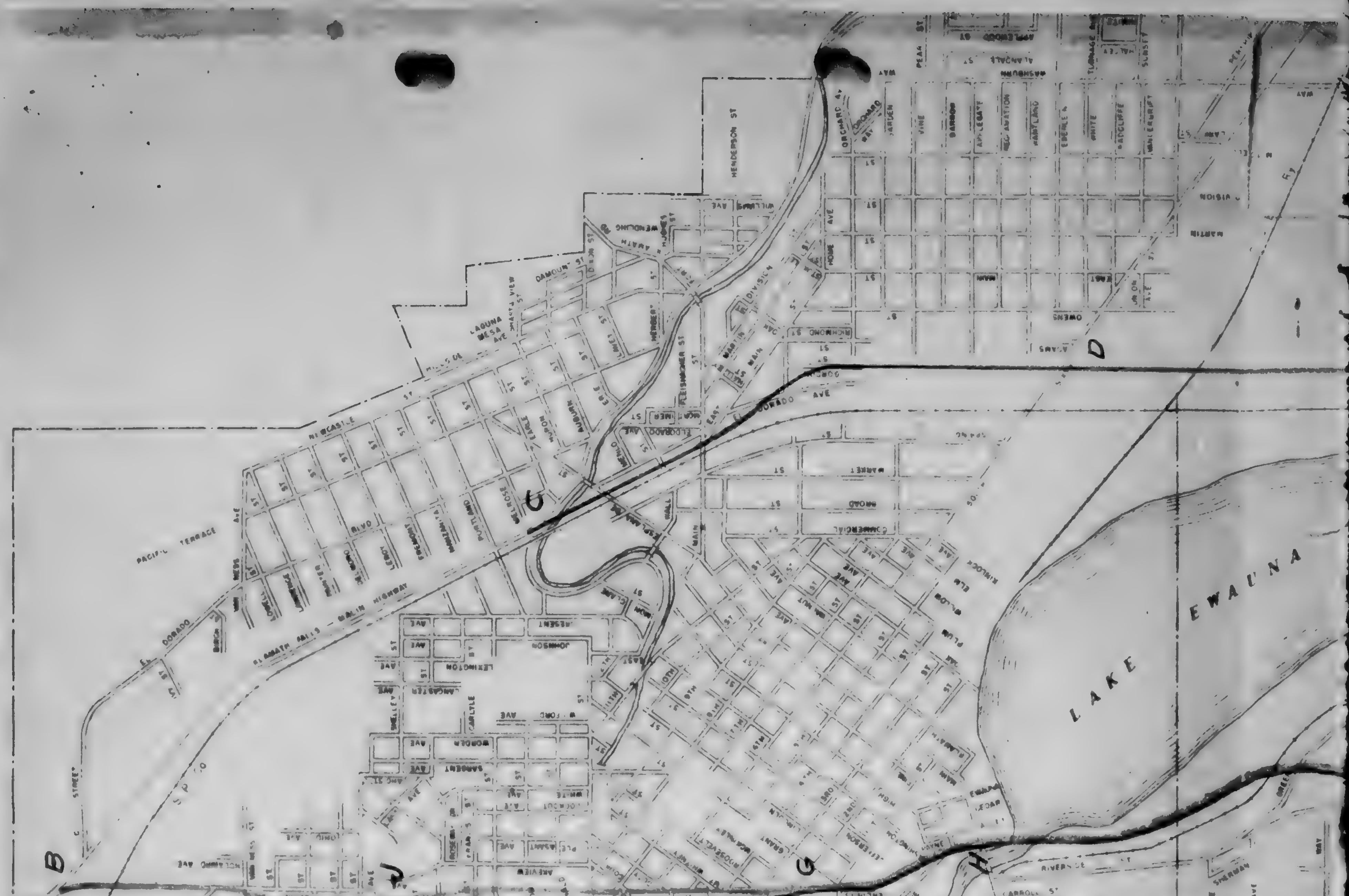
The estimated 1953 average daily traffic for this section was 2,600 vehicles, and the estimated average daily traffic for the next 30 years is 4,500 vehicles. Approximately 27 per cent of this traffic is thru traffic, as the origin or destination is beyond the termini of this project; and the remaining traffic is local, with an origin or destination within the Klamath Falls area. This route would divert a greater volume from Main Street than either Route No. 1 or Route No. 2, but it would not be a sufficient amount to relieve the congestion in the business district for any length of time. It would, however, be advantageous to truckers as the warehouses are in the vicinity of the Sixth Street crossing.

This improvement calls for the expenditure of $1,682,000 for right of way and construction of 5.1 miles of new alignment. The estimated annual cost of construction, maintenance, et cetera, for the entire section is $95,586.

The reduction in distance, elimination of traffic stops, and reduction of congestion on this line results in both mileage-element savings and time-element savings. The mileage-element savings to the users are $110,191 and the time-element savings are $149,373, for a total user savings of $259,564.

The ratio of the estimated annual benefits to the annual cost indicates that for every dollar spent on this project the road user will receive approximately $2.72 in benefits.

Length of New Construction	5.1 miles
Reduction in Distance	0.33 mile
Reduction in Curvature	455 degrees
Reduction in Rise and Fall	400 feet
Estimated Cost of Construction	$1,682,000
Estimated Annual Value of Benefits to Users	$259,564 95,586
Dollars of Annual Benefits for Each Dollar of Annual Cost	$2.72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UPPER KLAMATH LAKE
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NEWCASTLE
HILLSIDE AVE
LAGUNA
MESA AVE
HENDERSON ST
ORCHARD AV
RICHMOND ST
OWENS
ADAMS
MARTIN
DIVISION
DORADO AVE
ESPLANADE
MARKET ST
COMMERCIAL
MAIN
KLAMATH
RIVERSIDE
LEWIS ST
CARROLL ST
SEYMOUR
GEORGIA
STANFORD
CONGER
CALIFORNIA
CONTRA COSTA
NEVADA
ALMA ALLEY
HARVARD ST
YALE ST
BERKELEY ST
CORVALLIS ST
OREGON
FRONT
BISMARK
MELROSE AVE
LEXINGTON
LANCASTER
JOHNSON
SHELLEY
CARLYLE
WORDEN
SARGENT
ROOSEVELT
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KINGLOCK
ADVANCE AVE
ARCH AVE
SHERMAN
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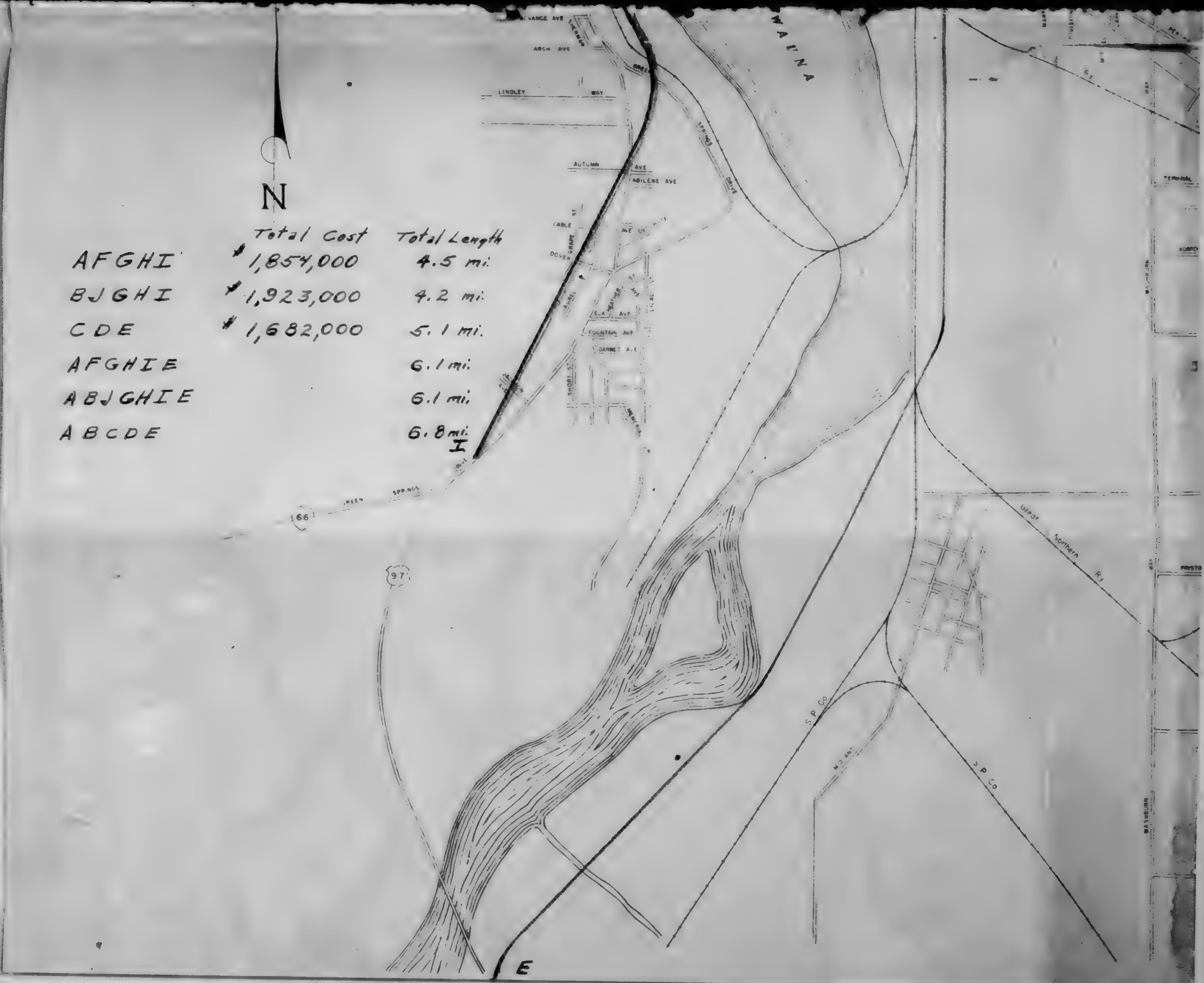

	Total Cost	Total Length
AFGHI	$1,854,000	4.5 mi.
BJGHI	$1,923,000	4.2 mi.
CDE	$1,682,000	5.1 mi.
AFGHIE		6.1 mi.
ABJGHIE		6.1 mi.
ABCDE		6.8 mi.

RECEIVED
DEC 18 1953
FOR FILING

U-205(9)

5301

December 17, 1953

Honorable Paul O. Landry
Mayor of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Landry:

It will be six months or so before we can complete the survey and prepare the right-of-way descriptions on the West Side By-pass. All this is preliminary to the actual acquisition of the right of way. I assure you that we will proceed as fast as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

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DEC 16 1953
FOR FILING

U-205(9)

5301

Salem, Oregon
December 16, 1953

Mr. R. H. Baldock

Re acquisition of right of way on the West Side By-pass at Klamath Falls, I am informed by the Construction Department that it will be six to eight months at least before the survey can be completed and the acquisition of right of way started.

Resident Engineer Toole is working part time on this survey along with other work he is performing on the Willamette Junction-Diamond Lake Junction Section of US97. As soon as this work is completed Toole will be able to spend his entire time on the Klamath Falls project.

W. C. Williams

WCW:me

Encl.

cc Mr. H. G. Smith

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

December 7, 1953

REFERRED TO
BY SECRETARY

NOTED
H. B. GL[illegible]

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Please accept our thanks and appreciation for your letter of November 10th, advising us that the Highway Department had authorized the survey and the acquisition of strategic property in order to complete the West Side By-pass through the City of Klamath Falls.

Since the receipt of your letter, we have gone over this matter with our Cross-Town Traffic Committee and also with the City Council; and they are all gratified that at long last something is now being done.

Please accept our sincere thanks for your cooperation.

Yours very truly,

Paul O. Landry

Paul O. Landry
Mayor

PL:mr

REFERRED TO
Mr. Williams
[illegible] Highway Engineer

Please advise what
we are doing about
actually securing
this right of way.

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STATE [illegible] COMMISSION

KLAMATH FALLS, OREGON

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November 10, 1953

Co

Hon. Paul O. Landry, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mr. Landry:

Sometime ago you mentioned to Mr. R. H. Baldock that the City proposes to construct a truck route, and you inquired if the State did not build it would the State provide the necessary engineering work, the City to pay for the construction.

Mr. Baldock presented the matter to the Highway Commission at its meeting on September 24th. It was given careful consideration, but the Commission decided not to contribute state funds for this purpose.

I do not know if you previously have been informed of the Commission's action, hence this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

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November 10, 1953

Hon. Paul O. Landry, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mr. Landry:

Sometime ago in a telephone conversation with Mr. R. H. Baldock, State Highway Engineer, you mentioned as your understanding that the Highway Commission on its last inspection trip into your district authorized completion of the survey for the Westside By-pass and purchase of right of way for the same.

In order to clarify this matter, Mr. Baldock brought it to the attention of the State Highway Commission at its meeting in September, and he recommended that if the Commission has not already authorized completion of the survey, that it do so, granting at the same time authority to prepare the necessary right of way descriptions and to purchase the critical portions of the right of way as soon as possible. This note is simply to inform you that the Commission approved his recommendations.

I do not know if you have been advised previously of the Commission's action, hence this note.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

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FOR FILING
U-205(9)
5301

November 5, 1953

Mr. T. B. Watters
107 South 7th Street
Klamath Falls, Oregon

Dear Mr. Watters:

Pursuant to your request, I am sending you herewith a map showing the crossing of the proposed west side by-pass line with Main Street and its location with relation to Lake Ewauna. Please note that it goes underneath Main Street.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

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1954
FOR FILING

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5301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Sir:

In response to Mr. Baldock's note, I hand to you herewith a map showing the layout at the Sixth Street Viaduct in Klamath Falls.

It would seem to me that no property should be disposed of in that area until after the completion of the project.

I am also handing you a map showing the area in the vicinity of the City Park between Main and Klamath Streets along the shore of the Lower Klamath Lake.

Very truly yours,

H. G. Smith
Construction Engineer

By F. W. Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encls.

P. S. The final route of the west side Klamath Falls Bypass has not been determined. Field surveys are now being made.

1953

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FOR FILING

91-205(9)

5801

September 18, 1953

Oregon State Highway Commission

Gentlemen:

At the time Mayor Landry of Klamath Falls called me relative to the Klamath Falls By-pass, he also asked certain questions pertaining to the proposed Klamath Falls truck route. As you know, the City of Klamath Falls is proposing a truck route, and you have advised the city officials that the State will not build it. Mayor Landry now wishes to know if the State will do the necessary engineering work on the City's proposed truck route if the City pays the cost of the improvements thereon. Most of the proposed work is improvement to existing streets and preliminary surveys would be a rather minor matter, but the supervision of the construction would be a considerable item, as the cost of construction is estimated at $195,000 and, if we were to furnish engineering, which might run to eight per cent of the construction cost, the cost to the State would be about $16,000.

This matter will be on the next agenda, and I will appreciate your advising me what I shall tell Mr. Landry in relation to his request.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. H. Maison

WCW:me fp,

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SEP 18 1953
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U-205 (9)

5301

[illegible] September 17, 1953

Oregon State Highway Commission

Gentlemen:

Mayor Landry of Klamath Falls called me yesterday and advised me that it was his understanding, in conversation with the Commission on your last inspection trip, that you had authorized completion of the survey for the East Side By-pass and purchase of the right of way. I advised Mayor Landry that I would discuss this matter with you at the next meeting.

I presume you are familiar with the status of the Klamath Falls East Side By-pass, but I will refresh your memory in the event that the matter is not entirely clear to you. In August of 1948 the Highway Commission, upon motion of Commissioner Schaupp, approved the completion of the detailed survey and preparation of right-of-way descriptions, with the same to be turned over to the Right of Way Department for acquisition of the right of way required.

Some time subsequent to this Commission action we were instructed to hold up further activities relative to the East Side By-pass, and the project has been in more or less of an inactive status during the past three years. However, now that the matter has been brought again to your attention by the City of Klamath Falls, I would recommend to you that we do complete the location survey, prepare the necessary right-of-way descriptions, and purchase the critical portions of the right of way as soon as possible.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield
Mr. H. G. Smith

WCW:me fp

RECEIVED
AUG 17 1953
FOR FILING

U-205 (9)

5301

August 14, 1953

Mr. Gomer Jones
111 S. 4th Street
Klamath Falls, Oregon

Dear Mr. Jones:

I agree with you that the building of the West Side by-pass will largely eliminate any necessity for a truck route in Klamath Falls. By the using of Klamath and Main and 6th and 7th as one-way streets, with rebuilding of the viaduct and the West Side by-pass, traffic conditions will be greatly improved in Klamath Falls. This, of course, will take a long time to do, and there are no funds available in the near future for the West Side by-pass that I know of.

I thank you for your thoughtful letter, as it, I am sure made quite an impression on the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

Klamath Falls, Oregon
August 6, 1953

Mr. R.H.Baldock
State Highway Engineer,
Salem, Oregon.

Dear Sir:
Believing that you would welcome the thoughts of individuals on matters pertaining to Highway location etc. I am writing you regarding the proposed routing of traffic through Klamath Falls. I have not tried to get up a petition etc. because I believe your commission will act according to your best informed judgment if all facts are before you. Many agree with me in general in the following:

1- It is my contention that if the West Side Bypass were completed the worst of the down town traffic congestion problem would be eliminated, by taking off through truck travel and Log trucks. Your excellent study and diagrams of the volume of travel reveal that. The great volume of through travel is over Hwy 97- Weed North to Northwest and return south. The very heavy volume of local travel to and from Weyerhaeuser and other plants and the south Suburban and farming area constitutes the heavy local congestion part of thetime,over S. 6th and part of Main.

Although many do not approve, most have agreed to your recommendation of One Way streets, probably Main and Klamath and S. 6th and 5th after the Viaduct over R.R. is completed. The matter of TRUCK ROUTE it seems brings up a very difficult problem. South bound truck travel would need to cross through northbound street travel, wind around through the town and cut across the incoming arteries from the south-(South 6th or 5th aswell as the other cross town streets with necessary stop signs and obstruction, also the danger. Heavy trucks thunder ####### through day and night carrying Freight, Explosives, Armament, and a great amount of logs coming to Lake Ewauna for feeding the mills. These are real danger in down town traffic.

After the completion of present and future improvement of West Side Road the volume of logs from that region will greatly increase and doubtless through Sustained Forest Yield will become permanent.

I fully believe that if a truck route is build aside from regular travel as I understand now planned it will very soon be found to be impracticable and be abandoned. Why not use the funds required for perfecting such a route to complete or contribute toward the West Side By Pass which will solve the problem for many years at least and permanently for most of our down town congestion.

Do you not agree that the construction of a By Pass route does not materially reduce the volume of business coming to a center like Klamath Falls?

Thanking you for the Courtesy of reading this, I am,

Very truly Gomer Jones
Gomer Jones
111 S. 4th St.
Klamath Falls, Ore.

g

RECEIVED
AUG 10 1953
OFFICE OF
STATE HIGHWAY ENGINEER

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May 18 - 53

[illegible]

Salem, Oregon
February 24, 1953

Mr. F. B. Crandall

Recently the Mayor and some of the members of the Common Council of Klamath Falls were in my office and stated that the Traffic Committee appointed by the City Council accepted the recommendations of the State Highway Commission as to traffic improvements in the city of Klamath Falls if they would include the following items:

1. The completion of the new South Sixth Street viaduct.

2. A new truck route on Plum Street through the industrial area from South Second Street to Plum Street to Oak Street to Spring Street to Esplanade Street.

3. One-way traffic on South Fifth Street and South Sixth Street in lieu of one-way traffic on South Sixth and South Seventh leading to the new viaduct.

4. One-way traffic on Main and Klamath.

I am attaching hereto a map illustrating the various routes above mentioned.

Would appreciate your coming down and discussing the matter with me and then contacting Mr. Smith's office to have the reconnaissance studies made for costs and likewise the benefit quotients computed when the cost and traffic figures are developed. Please give this your immediate attention to the end that I may make a report to the Highway Commission at the April 9 meeting.

R. H. Baldock

RHB:hi
Enclosure (map)

1303 Oak Street
Klamath Falls, Oregon
February 11, 1953

R. H. Baldock
Oregon Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

On Monday evening February 9, 1953, the City Council of Klamath Falls passed a package of proposed changes to be made relative to traffic within our city. It is our understanding that you and your advisors will be presented with these proposals very shortly.

We are writing in behalf of property owners located on the proposed truck routes and other interested persons. Due to shortness of notice and lack of publicity on this proposal we have had no time to object in any manner except a brief appearance at the council meeting mentioned above. We feel that any through truck route should be in the form of a By-Pass of the whole city, and, for that matter, any other through traffic should by-pass the city not through it.

In talking to various members of the city council we have been told that if one of the truck routes proposed is accepted it would be routed only as a temporary route. Is this true or would the route be permanent if built?

It is our feeling that any city routing of truck traffic will not adequately handle the situation as at the exit and entrance it will be necessary for all three lanes of traffic to get together and in these areas it is very congested and a sharp turn area, making a variable bottleneck. Also the numerous turns within the city and heavy traffic makes the routes undesireable from the truckers angle.

At this time we would like to go on record as being against this proposed truck route as being undesirable from many angles and not a permanent solution to either your problems or ours. Undoubtably these things we mentioned will be played down by the group you are to meet with as the work of only a small minority group. We do not feel we are in the minority and that anything of this much importance should go before the people involved before being given final approval.

If the by-pass is not going to be considered we have presented to the city council two other alternating routes which we believe are better routes than the one proposed by the city council, [redacted].

We appreciate the headaches and problems you must come upon in such a situation and will appreciate any consideration you can give to our thoughts on this problem.

Sincerely yours,

Mr. + Mrs R. R. Ford
Mr. + Mrs. G. D. Ring
Peter N Fugan
Mrs. Gladys M Freitas
Earl W. Overacker

If given the necessary time I feel sure we can present a petition signed by thousands of people in this city

Mable Logan Bishop.

RECEIVED
FEB 13 1953
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Traffic Committee Report

This committee recommends that the City Council accept the recommendations of the State Highway Commission as a traffic improvement inthe city of Klamath Falls to include the following to be completed as one project:

New South Six Street Viaduct;

New truck route on Plum Street through the industrial area from South Second Street to Plum Street to Oak Street to Spring Street to Esplanade Street;

One way traffic on South Fifth Street and South Sixth Street preferred over South Sixth Street and South Seventh Street leading to the new viaduct;

One way traffic on Main and Klamath or Main and Pine.

(Signed) A. M. Hattan
Chairman

CITY OF KLAMATH FALLS, OREGON

CITY HALL, KLAMATH FALLS, OREGON

February 10, 1953

Honorable Edward A. Geary
Hall of Representatives
Salem, Oregon

Dear Ed:

Replying to your letter of February 9th, received this morning, kindly be advised that as nearly as we are able to make plans now, we will try to leave here Sunday morning, and see Mr. Baldock in his office at 10:00 Monday morning.

However, we will contact you some time before that, or by the end of the week some time, so that you will know more specifically what our plans are.

We have some other very important things coming up for the City the latter part of the week, and it is important that we have this meeting and get back here by that time.

Please accept my very cordial thanks and appreciation for your cooperation in this matter.

With kindest personal regards, I am

Yours very truly,

Paul C. Landry

Paul C. Landry
Mayor

PL:mr

KLAMATH FALLS, OREGON

RECEIVED
FEB 20 1951
FOR FILING
FORM E-30 25M 5-50 40600

Cross Referenced To:
Maint
Traffic
Economic Survey

Cross Referenced To:
Maint
Traffic
Hazard

AGENDA

11-205 (1)

5301

Z-d

See 51

See 51

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1951

SUBJECT:

To: Mr. H. B. Glaisyer

590
521
520

L

Please put on the agenda for discussion at the next meeting the subject of truck traffic on Alameda Street in Klamath Falls.

J M Devers
J. M. DEVERS

JMD:jk

C.C.R.

FORM E-133X 20M 6-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

2-

Jan. 23, 1951

January 17, 1951

Mr. Ben R. Chandler, Chairman
State Highway Commission
Post-office Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds
State Highway Commissioner
Post-office Box 898
La Grande, Oregon

NOTED
W. C. WILLIAMS

Re: Truck traffic on Alameda
Street, Klamath Falls

Gentlemen:

Mr. Farrens, attorney of Klamath Falls, has been in correspondence with this office concerning an issue which involves heavy truck traffic on Alameda Street in Klamath Falls. It is claimed that when Alameda Street was provided for in a platted addition, the condition was involved that at no time should heavy truck traffic be permitted by municipal or other authority to use Alameda Street.

The record seems to show that the State acquired some additional area which is made a part of Alameda Street. I believe the street as originally platted and located had a 40' width. To that the State added an additional 60' width and is now routing over the street State highway traffic, including truck traffic.

Mr. Farrens represents the property owners who live along the street and has advised that litigation will be commenced to enjoin the use of the street by heavy truck traffic. I am bringing this matter to your attention at this time so that you may be informed of the threatened litigation and the challenged use of the street.

In the last letter I received from Mr. Farrens, which was dated December 27th, he stated that he was leaving the office to be absent a month and that if, by the time he returns, he said, "I do not receive advice that the Commission accepts some measure of liability and recognizes that there is at least a substantial merit in our contention, no alternative remains for me except for me to advise our clients to commence litigation."

I will try to be able at the next Commission meeting to give you a statement of my view of the law in the premises.

Yours very truly,

J. M. DEVERS

JMD:jk
cc :W.C.Williams

FORM-E-128 30M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Dec. 29, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Please place on the agenda for discussion at the next Commission meeting, the controversy which prevails with respect to the routing of truck traffic over Alameda Street in Klamath Falls. I will try to present the matter to the Commission.

Yours very truly,

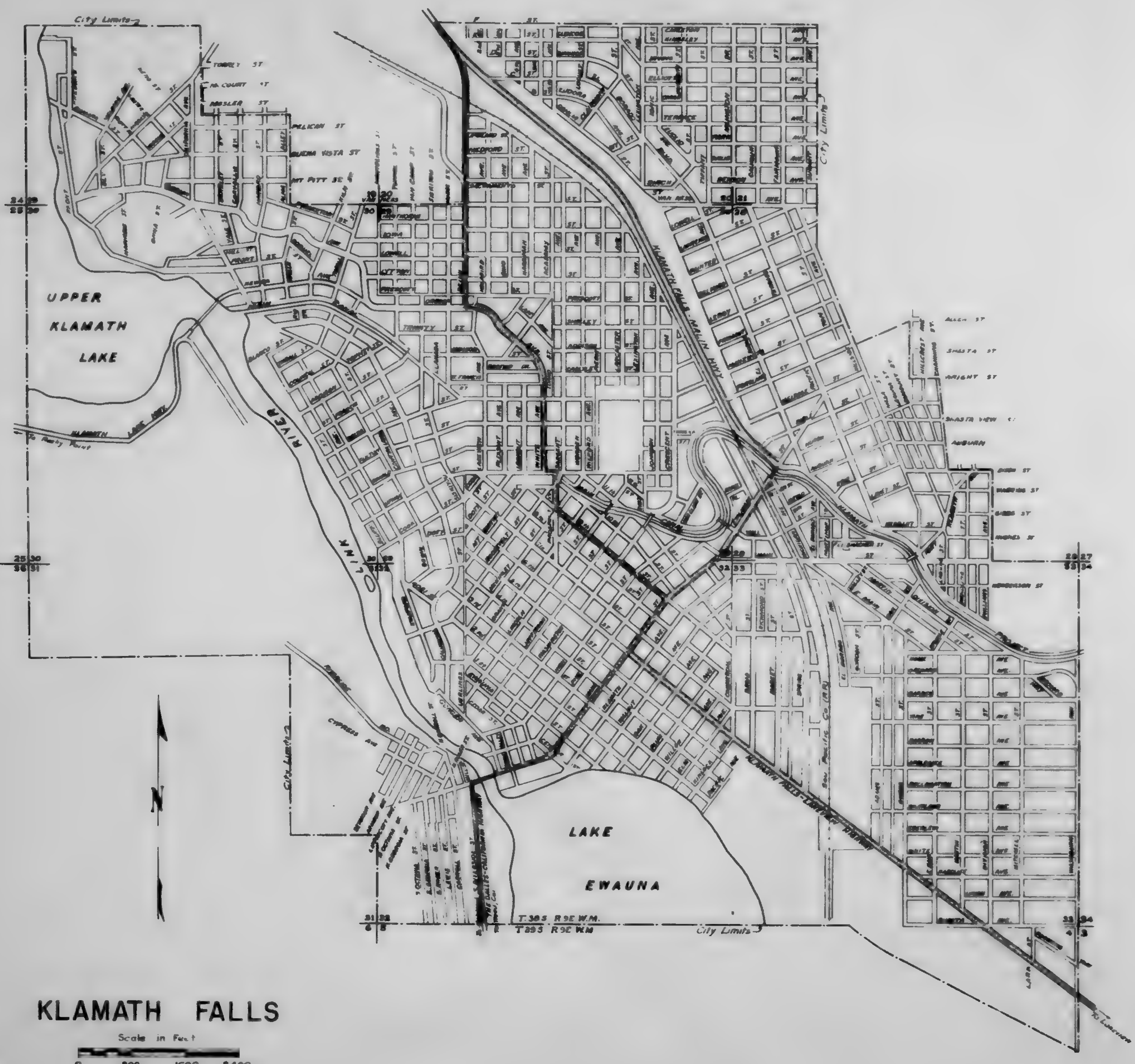
JMDevers

J. M. DEVERS

JMD:FRC

NOTED
H. B. GLAISYER

C.C.R.


KLAMATH FALLS
Scale in Feet
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1600
2400
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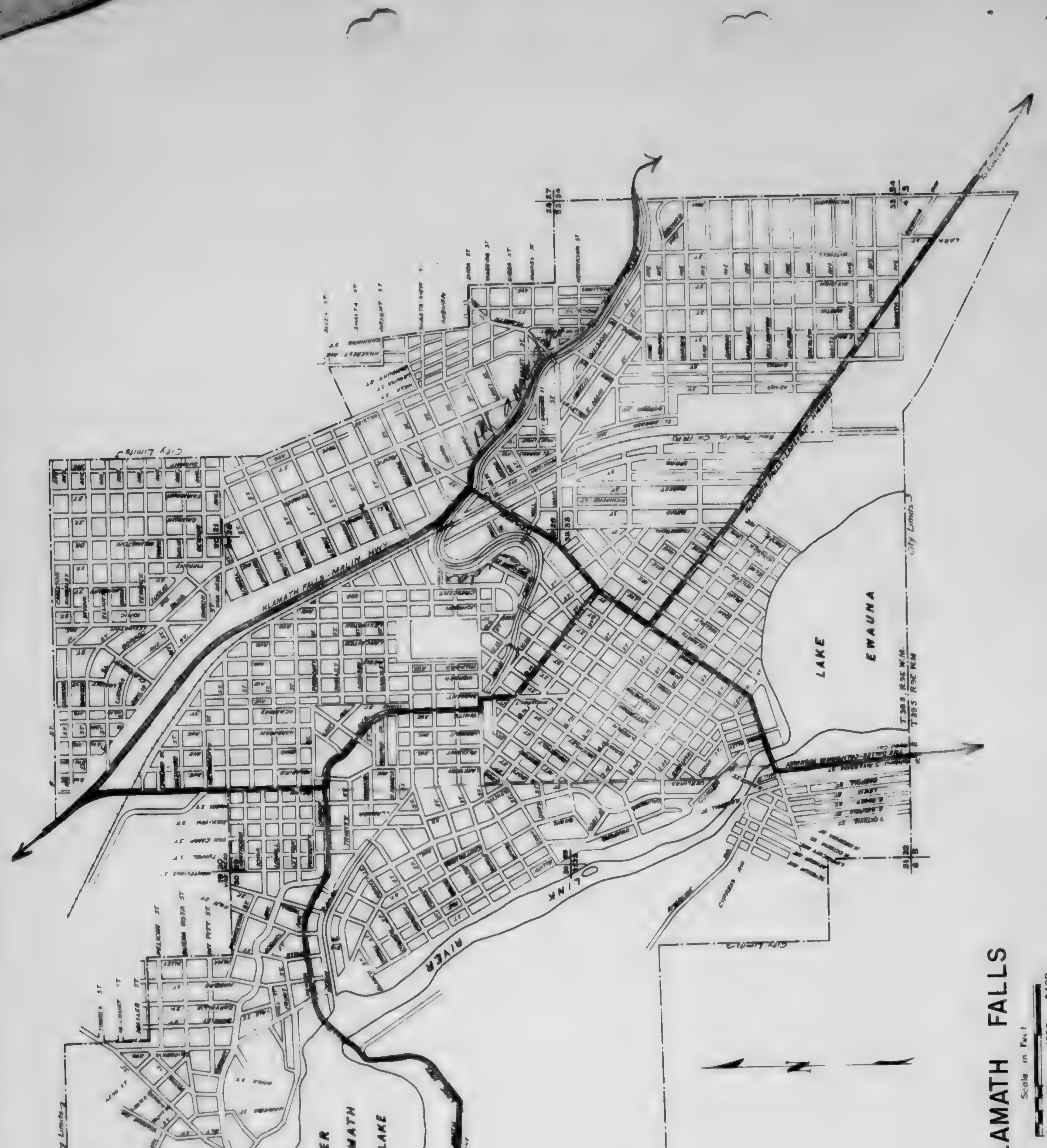
UPPER
KLAMATH
LAKE
LINK
RIVER
LAKE
EWAUNA
City Limits
T.38S. R.9E.W.M.
T.39S. R.9E.W.M.
KLAMATH FALLS-MALIN HWY
Sou. Pacific Co. (R.R.)
TORREY ST
PELICAN ST
BUENA VISTA ST
MT PITT ST
ALLEN ST
SHASTA ST
WRIGHT ST
SHASTA VIEW ST
AUBURN
CYPRESS AVE
To Lakeview

Rev 1-45


KLAMATH FALLS
Scale in Feet
0
800
1600
2400
UPPER KLAMATH LAKE
LAKE EWAUNA
LINK RIVER
KLAMATH FALLS-MALIN HWY
City Limits
N

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FOR FILING
FORM E-30 25M 5-50 40300

[illegible] (T)

5[illegible]

Cross Reference:
Maint
Traffic
Hazard

Cross Referenced To:
Maint
Traffic
Economic Survey

Sec 51

Sec 51

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1950

SUBJECT:

590
521
520

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have just received a five-page letter from Mr. Farrens in which he has gone extensively into the law with respect to the use of Alameda Street in Klamath Falls for the moving thereover of trucks. I think I called to your attention the claim of the people living along that street that since the original dedication prohibited the use of the street for the movement thereon of heavy trucks, the Highway Commission has gone beyond its authority in directing that kind of traffic over the highway, and litigation is threatened if we continue to direct heavy traffic over the highway.

I think this matter should be carefully studied. We will go into the decisions cited by Mr. Farrens and if, as he points out in his letter, the law is in his favor and against the State, then the subject will have to get serious consideration by the Commission. I will try to have a conference with you and others soon.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:JK

RECEIVED
[illegible] 1950
FOR FILING

[illegible] To:
Maint
Traffic
[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

[illegible] To:
Maint
Traffic
Hazards

October 2, 1950

Baldock

To the Members of the
State Highway Commission

[illegible]

Mr. Williams

NOTED
W. C. WILLIAMS

Gentlemen:

I have received a letter from Mr. Farrens, attorney at Klamath Falls, written on behalf of a number of people who reside along Alameda Street in Klamath Falls. It appears that the new highway has been routed over that street. Mr. Farrens says that when Alameda Street was established by the dedication of Hot Springs Addition to the City of Klamath Falls back on May 5, 1906, the dedication carried with it the following reservation.

> "That the streets, boulevards and alleys in said addition are hereby dedicated to public use, saving and excepting, however, and with the specific reservation from such dedication that said company and its successors or assigns shall have the right forever to prevent and prohibit the driving of herds of live animals or loose live stock on the certain drives, streets or boulevards therein, known and called Alameda, Esplanade and Pacific Terrace, and to also prevent heavy trucks, freight wagons and all vehicles used for hauling, transporting or conveying heavy loads from being used or driven on said drives, boulevards or streets above named."

It appears now that all of the heavy trucks, according to Mr. Farrens' letter, are being routed over that street to the annoyance and dissatisfaction of the residents and the Commission has been asked to recognize the qualification in the dedication and route heavy trucks elsewhere.

I have told Mr. Farrens that this matter will be brought to the Commission's attention when in session during the October meeting, and that after the Commission has had an opportunity to consider the complaint I will write Mr. Farrens again.

In the meantime I shall try to find time to study the law which is applicable to the issue raised and I must concede at this time that there is a real issue raised in the proposition submitted by Mr. Farrens. However, I hope to be able to inform the Commission when this matter comes up.

Yours very truly,

J. M. DEVERS

JMD:JK

RECEIVED
APR 2[illegible] 1950
FOR FILING
FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1950

SUBJECT:

To:

Mr. R. H. Baldock
Oregon State Highway Engineer

OFFICE

NOTED
State Highway Engineer

Dear Mr. Baldock:

In discussing another matter by telephone, with Mr. Tom Watters of Klamath Falls, the other day, he asked me to convey to you the following:

He stated that there was now considerable agitation in Klamath Falls for a one-way street system using probably Main and Klamath Streets, with talk of a truck route using Broad Street. He alluded to the fact that he had had some recent discussion with you concerning the West By-pass route.

I hand this information to you at Mr. Watters' request for what it may be worth.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc - W. C. Williams

[redacted] CEIVED
CT 3 1 1950
R FILING

[illegible]

5301

Cross Referenced To:

October 27, 1950

Mr. Howard Perrin
Chairman
City Planning Commission
Klamath Falls, Oregon

Dear Sir:

In accordance with your request of October 18, I am attaching hereto copy of a map showing County and City-owned lots along the route of the proposed West side by-pass in Klamath Falls.

We have indicated on this map in orange the lots which should be retained for right of way use and in blue lots which may be released for sale.

Mr. E. M. Booth, Assistant Locating Engineer, will be in Klamath Falls in the next week or ten days and would like to discuss this matter with you. I would like to request that no lots be sold until such time as Mr. Booth has had an opportunity to contact you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: E. M. Booth
Enclosure

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1950

SUBJECT: 9885 - Safeway
12th & Main Streets
Klamath Falls

To: Mr. E. M. Booth
Ass't. Chief Locating Engineer

OFFICE

Dear Mr. Booth:

Attached you will find our estimate of the cost on the three plans for easing the curve between Klamath Avenue and Esplanade in Klamath Falls. The estimate is for the value of the land only. I am assuming that you are using Weber's figures for remodeling the building.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:ts
Enc.

COST ESTIMATE
RIGHT OF WAY IN KLAMATH FALLS
Corner of Klamath - 12th - Esplanade

October 23, 1950

Plan "A"

Area South of 12th - 9400 sq. ft. at $2.00	$ 18,800
Area North of 12th - (Lots 4, 5, 6 & 7) 3800 sq. ft. at $2.00	7,600
Parking Area (Lots 2 & 3) 4100 sq. ft. at $1.00	4,100
	$ 30,500
Plus 20%	5,500
	$ 36,000.00

Plan "B"

Area South of 12th - 4700 sq. ft. at $2.00	$ 9,400
Area North of 12th - (Lots 4, 5, 6 & 7) 2800 sq. ft. at $2.00	5,600
Parking area (Lots 2& 3) 4100 sq. ft. at $1.00	4,100
	$ 19,100
Plus 20%	3,900
	$ 23,000.00

Plan "C"

Area South of 12th - 600 sq. ft. at $3.00	$ 1,800
Area North of 12th (Lots 6 & 7) 800 sq. ft. at $3.00	2,400
	$ 4,200
Plus 20%	800
	$ 5,000.00

L. M. ACKERMAN
Police Judge

E. A. THOMAS
City Engineer

ROBERT A. THOMPSON
Mayor

HENRY E. PERKINS
City Attorney

ROY ROWE
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS

ORVILLE H. HAMILTON
Chief of Police

DR. J. C. HUNT
Dairy and Meat Inspector

RICHARD L. HESSIG
Electrical Inspector

W. B. WHITCOMB
Airport Manager

WALTER SALSBERY
Building and Plumbing Inspector

JOHN N. LEE
Cemetery Superintendent

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN

MATT FINNIGAN
First Ward

G. C. TATMAN
Second Ward

ALFRED F. CONDREY
Third Ward

DARRELL MILLER
Fourth Ward

WENDELL A. SMITH
Fifth Ward

October 18, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Planning Commission of the City of Klamath Falls would like a map of the proposed west side by-pass route through Klamath Falls, so that we may see what lots should be left off sale. This map should be like the one that Klamath County has been given.

Thank you for your cooperation in this matter.

Sincerely,

Howard Perrin

gc

Howard Perrin
Chairman

gc

RECEIVED
OCT 20 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 - 1951
FOR FILING

FORM E-30X 15M 8-49 31906

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

As per instructions, I made a physical survey on October 4th and 5th, 1950, of the property known as the Barnum Building, located at the N.E. corner of 12th and Main Streets in Klamath Falls, Oregon.

The present owner of the building is Mr. J. C. Barnum, 334 Park View Terrace, Oakland, California.

This building has been occupied under a lease by the Safeway Stores, Inc. However, the store manager, Mr. John Sullivan, told me that the present lease expires in February 1951, and he is of the opinion that his company will probably not renew as they need more space than they now have. I was unable to see the local District Manager at 210 Williams Building in Klamath Falls as he was out of town on a business trip.

The building is a 1-story and full basement structure of reinforced concrete, over 25 years old, and will before long need a new roof and a new floor, as the present fir flooring has recently been patched about 10% of the area. The only windows are the plate glass store front and 3-steel sash and door in the rear, none on the two long sides. Cutting of the front and restoring it to practically the same condition, therefore, would not reduce the amount of natural light now available. There is a plastered frame portion in the basement with a locked door cutting off a triangular section in the N.E. corner of the basement. This corner is now used by the owner for personal storage. I could not get in to see this section.

NOTED
W. C. WILLIAMS

The stairway in the rear and toilet facilities would not be affected by any remodeling of the front. On the first floor rear is a balcony used for an office, also a big refrigerator for the meat department, none of which would be affected. However, the meat display case and the whole meat department would be seriously cramped and would have to be rearranged in another part of the building if Safeway should stay there.

The parking lot on the 12th Street side would be practically cut in half, and space would have to be provided on the vacant lot now used by the Balsiger Motor Company (Ford Agent) as a used car lot.

This lot is in Canal Addition, Block 1, Lots No. 1-2-3. No. 3 is owned by Mr. J. C. Barnum, the owner of the Building; No. 2 is owned by A. C. Edsel, 1024 Main Street, Klamath Falls, and No. 1 - one half by Mr. J. K. McAndrews, 1425 South 6th Street, Klamath Falls, and one half by Mr. M. L. Thomas, 442 Michigan Street, Klamath Falls. I did not contact any of the above owners, but looked over the possibility of moving the small frame and metal hamburger stand, which is next to the Safeway Stores.

The owner said it could be moved readily. I estimate the cost of moving and re-establishing at $500.00.

The Balsiger Motor Company also have a small frame shack on the lot, a sales office and shelter, which could be moved on the same lot for $200.00

I did not try to determine the cost of land at this location.

I am of the opinion that instead of paying damages for loss of floor space we could buy the whole building, remodel it as required, and resell the portion that is left.

Attached sketches, estimates and photograph furnish added information.

Sincerely yours,

Jos. A. Weber

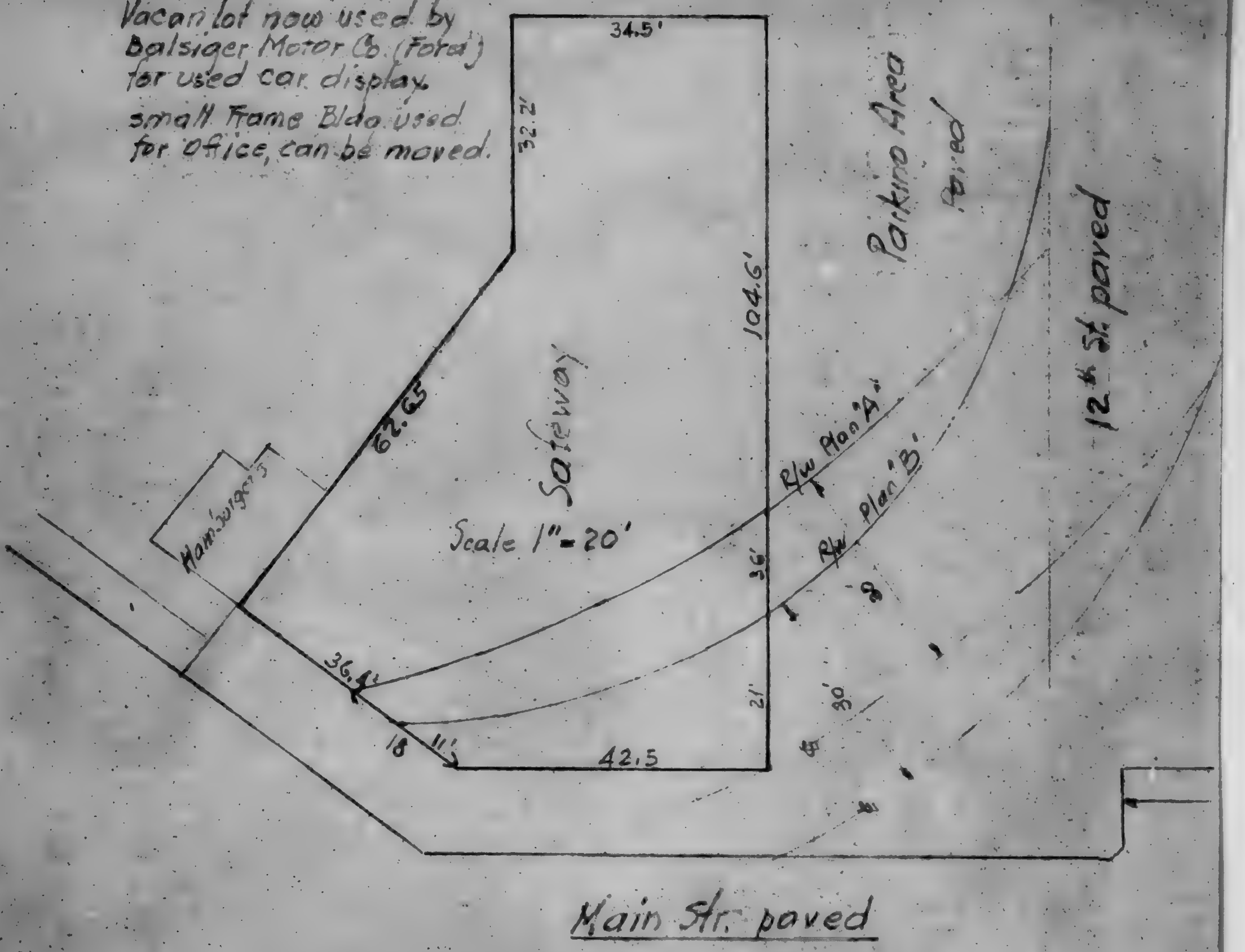
Joseph A. Weber
Special Investigator

JAW:lc
Attached

Sept 25-50
J.A.W.
①

SAFEWAY STORE - 12th & Main St. - Klamath Falls, Ore
Bldg. Owner: J. C. Barnum, 334 Park View Terrace, Oakland, Cal.

Vacant lot now used by Balsiger Motor Co. (Ford) for used car display. small Frame Bldg. used for office, can be moved.

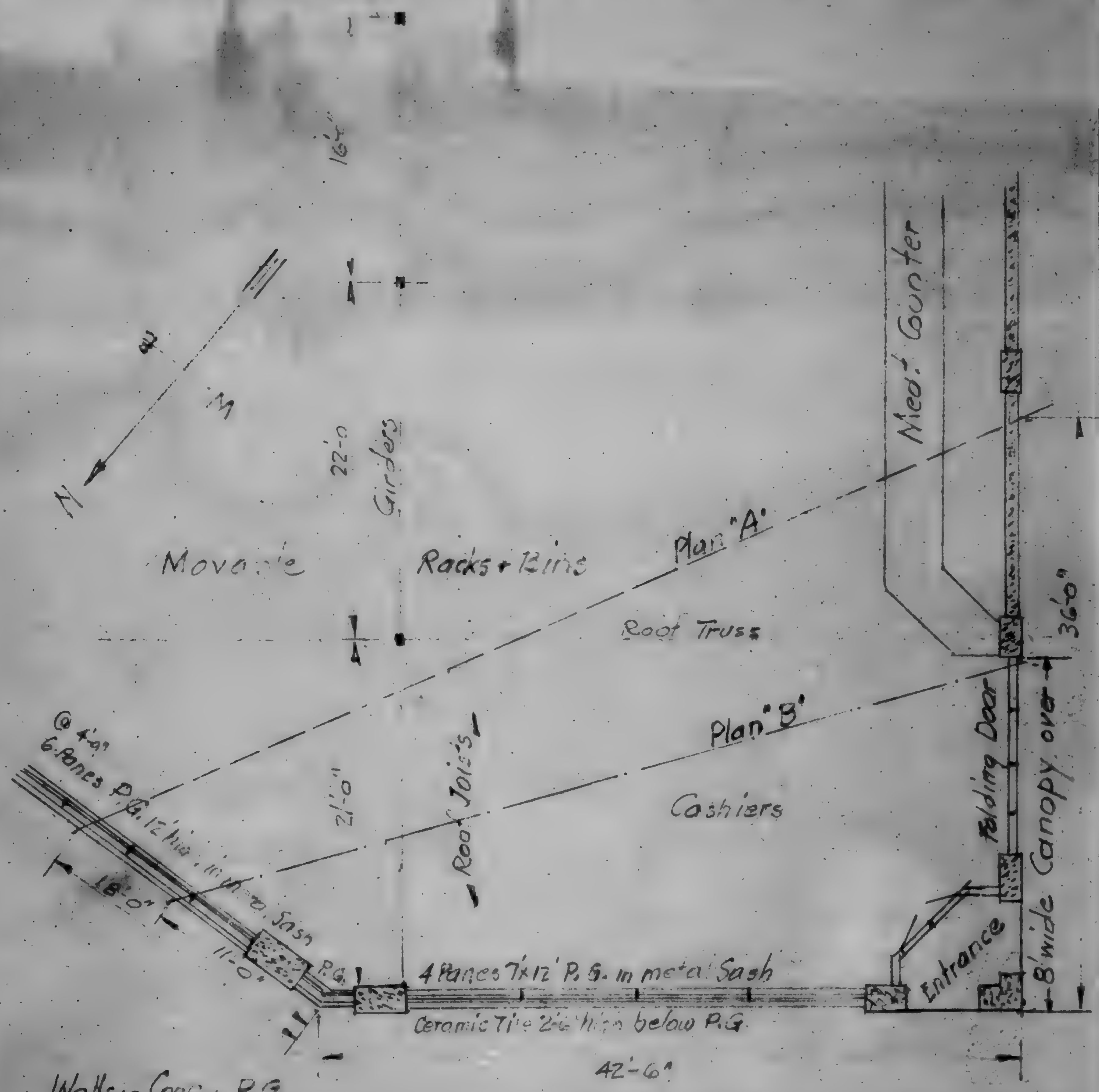


	Plan "A"		Plan "B"	
Total present Bldg. Area =	5038□		5038	
less Bldg Area taken	1188	= 23.6%	623	= 12.5%
Bldg. left	3850□		4415□	

Reconstruction Value of present Bldg 5038□' x $10.00 $50,380.00

Oct. 6-1950
J. A. W
②

SAFEWAY STORE-12th + Main St. - Klamath Falls-Ore.



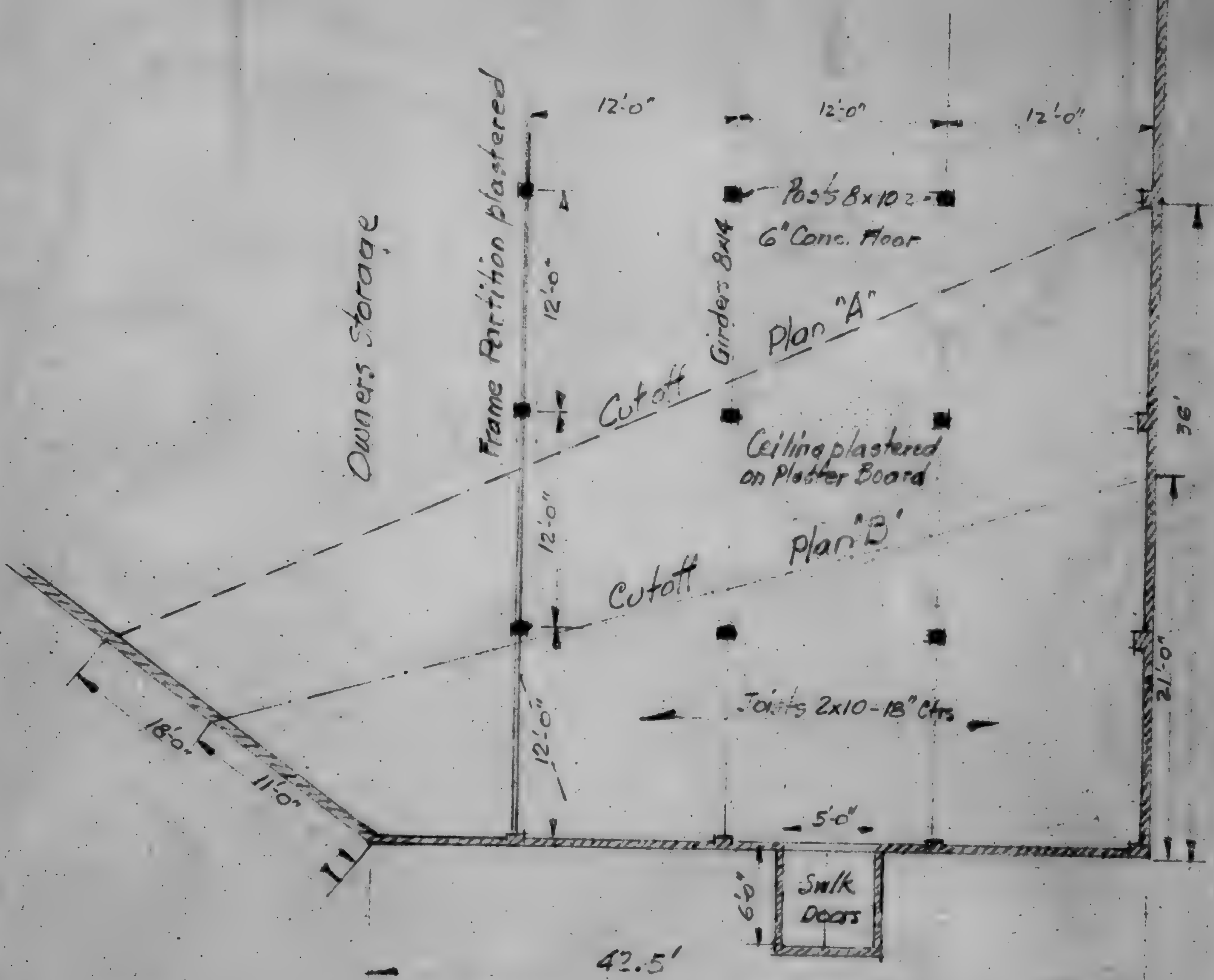
Walls:- Conc + P.G.
Floor-Softwood, Fir
poor cond.
Roof: Composition
leaky.
Ceiling + Walls plastered
and painted.

1st Floor Plan
scale 1/8"-12"

Main Str.

Oct. 6-1930
J.A.W
③

SAFEWAY Store - 12th + Main st. Klamath Falls, Ore.
Bldg. Owner J.C. Barnum.



Walls :- Concrete
Floor - "
No windows in front
steam pipes, covered
Cold water pipes
Electric wiring

Basement Plan
Scale 1/8" = 12"

Main Street

Oct. 9-1950
J.A.W.
④

SAFEWAY STORE - 12th + Main St. - Klamath Falls - Ore
Cost of remodeling front Plan "A" 62' net Length

1. Cut thru conc. Floor in Basement 62'x4' = 248□@1.00		248.00
2. Excavate for new Footings 62'x4'x2' = 496 cu.ft.@1.00		496.00
3. Concrete work:-		
Footings	64 x 3' x 1.5' =	288
Basement wall	64 x 9' x 1.0' =	576
Bldg. wall under windows	64 x 2.5 x .68' =	109
4 Columns	14' x 3'0 x 1.5 = 63 x 4 =	252
Top Beam	64 x 3'-0 x 1.5 =	288
Fire wall	64 x 4'0 x 1.00 =	256
		1769 cu.ft
		27
	= 66 yds @ 65.00	4290.-
4. Take out + reset Plate Glass 672□' @ 1.00		672.-
5. New Bucks for windows and 1-Door		120.-
6. New glazed Tile on Store front 56'x3' = 168□@2.00		336 -
7. Reset Sidewalk Door		35 -
8. Revamp Found. Drainage		75.-
9. Rearrange Steam Heating Pipes		250.-
10. " Cold Water "		200.-
11. " electric wiring and Fixtures		375.-
12. Patch Roof 5 squares @ 35.00		175.-
13. Plaster on Rocklath, 2-Ceilings, Partition + walls		750 -
14 Exterior Stucco repairs		250 -
15. Paint, Inside + out		200 -
16. Shoreing Lumber 10M @ 130.00		1300 -
17. Wrecking old walls		250 -
18. Filling old Basement		250 -
19. Clean up site		150.-
20. Miscellaneous		200 -
		10,632.-
21.- Labor, mostly Carpenter work		2500 -
		13,132.-
Contingencies 15%		1970
		$ 15,102.-

= $243.00 per running foot

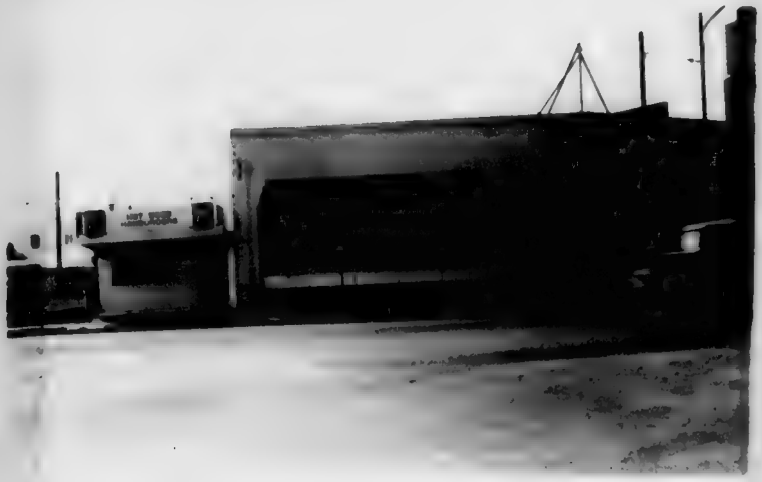
Plan "B" 53' net Length = 53 x 243 = $ 12,879.-

No Land Values included nor compensation for Floor Areas nor parking space lost.

SAFEWAY
SAFEWAY

SAFEWAY

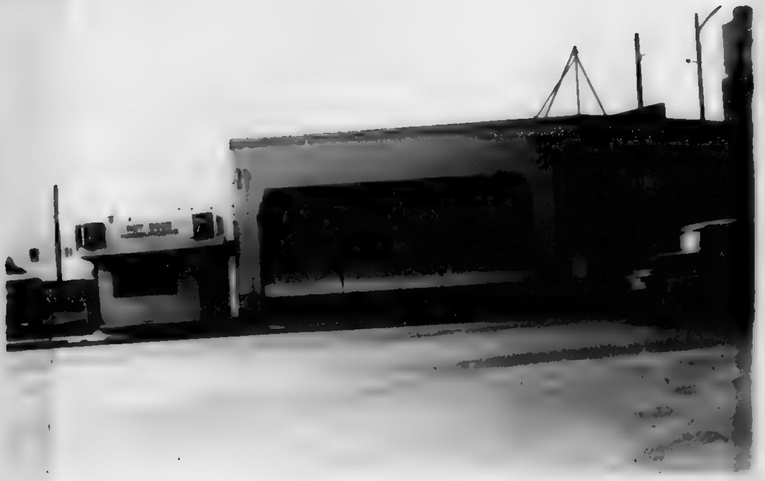
MICHELIN



MOTOR Co.
TRUCK TIRE
WEED
ASHLAND
EUGENE

SAFEWAY
SAFEWAY

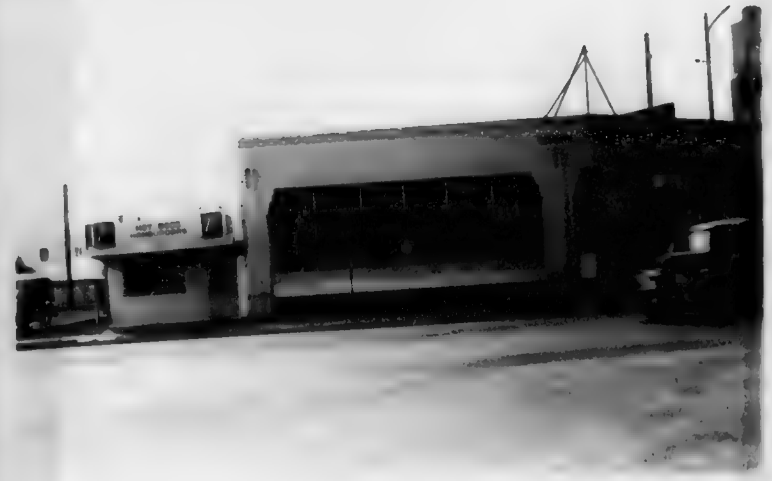
SAFEWAY



MOTOR Co.
TRUCK TIRE
WEED
ASHLAND
EUGENE

SAFEWAY
SAFEWAY

SAFEWAY



BALSIGER MOTOR Co.
TRUCK TIRE
WEED
ASHLAND
EUGENE

FORM E-123 30M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

PROPOSED RE-LOCATION
DALLES - CALIFORNIA HIGHWAY NO. 97
KLAMATH FALLS

B. A. Martin
Aug. 3, 1948

Lots to be held for use. Devers letter to Klamath County Dec. 26, 1945.

BUENA VISTA ADDITION

Lots	Blk.
8-9-10-11	61
7-8-9	66
1-2-3-4-5-6	
7-8-9-13	67
3-4-5-6-9	
13-14A-15	68
1-3	69
6-7	87
8-9-10-11-12	
13-14-15-16	
17-18	88
1 to 15 inc.	91
5-6-7	92
7-10-11	94
1-3	95
4-7	99
4-14	100
2	103
21	107

NORTH KLAMATH FALLS

Lots	Blk.
1-5-8	1
1-2-3-4-5-6	10
3-4-7	11

Lots to be held for use. Owned jointly by Klamath County and City of Klamath Falls listed in Devers Letter to Klamath County Dec. 26, 1948.

BUENA VISTA ADDITION

Lots	Blk.
9-10-11	61
1-2-3-6	67
18	88
1 to 15 inc.	91
5-6	92
7-10-11	94
4-7	99
4-14	100
2	103

NORTH KLAMATH FALLS

Lots	Blk.
1-2-3	10

Lots to be held for Hwy use. Owned by City of Klamath Falls.

BUENA VISTA ADDITION

Lots	Blk.
1-2	61
1-2-3-9-10-11	62
10-11-12	63
12	67
14-15A-16	68
1-2-3-4-5	87
5-6-7	89
1-2-3-4-5-6-7	
8-9-10-11-12	90
1-2-3-4	92
2-3-4-8-9	
10-11	93
1-2-3-4	94
1-2	97
1-6	99
1-2-9	102
6	103

NORTH KLAMATH FALLS

Lots	Blk.
2-3-4-6	1
7-8	10

To be released O

FAIRVIEW ADDITION NO. 2

Lots	Blk.
1-2-3	5
6-9	6
8-9-10-11-12	15
10-11-12	16

FIRST ADDITION

Lots	Blk.
1	2
1-6-8	9
1-3-4	12

EWAUNA HEIGHTS

Lots	Blk.
5-6-7-8-9	1
1-2-3-4-5	2
1-2-3-4	13
1-2-3-4-5-6	14
3-6	18

ORIGINAL TOWN

Lots	Blk.

FAIRVIEW ADDITION NO. 2

Lots	Blk.
9	6
12	16

FIRST ADDITION

Lots	Blk.
1	12

EWAUNA HEIGHTS

Lots	Blk.
1-2-3	13

ORIGINAL TOWN

Lots	Blk.

FAIRVIEW ADDITION NO. 2

Lots	Blk.
4-5-6	5
3-7-8-10-11-12	6
6-7	15
6	16

FIRST ADDITION

Lots	Blk.
1-2-3-4-5	
6-7-8	3
3-4-5-6-7	4
2	8
2-7	9
1-2-3-4-5-6-7	24
1-2-3-4-5	25
4-5	26
3	27
5-10	12

EWAUNA HEIGHTS

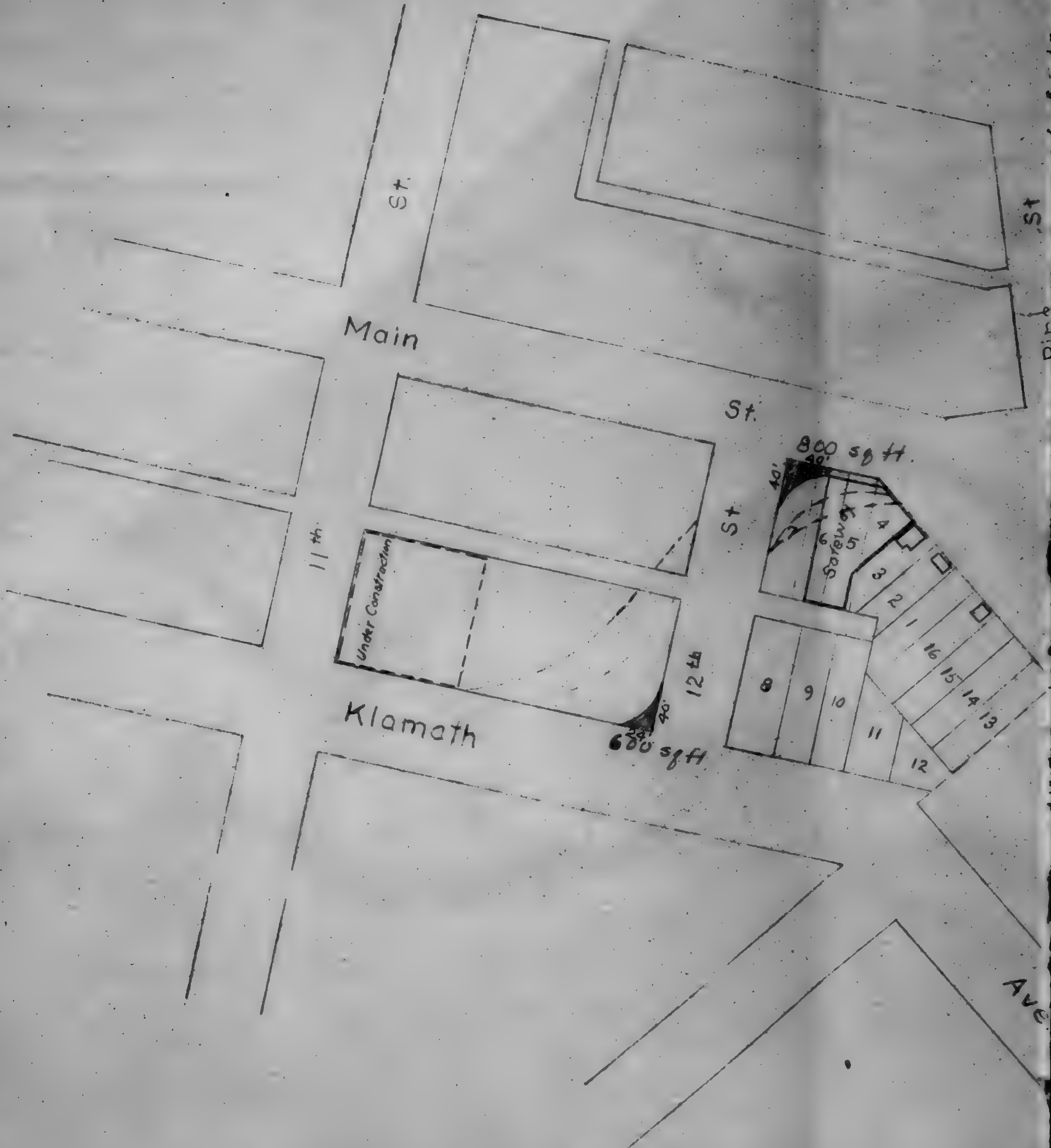
Lots	Blk.
3-5	17

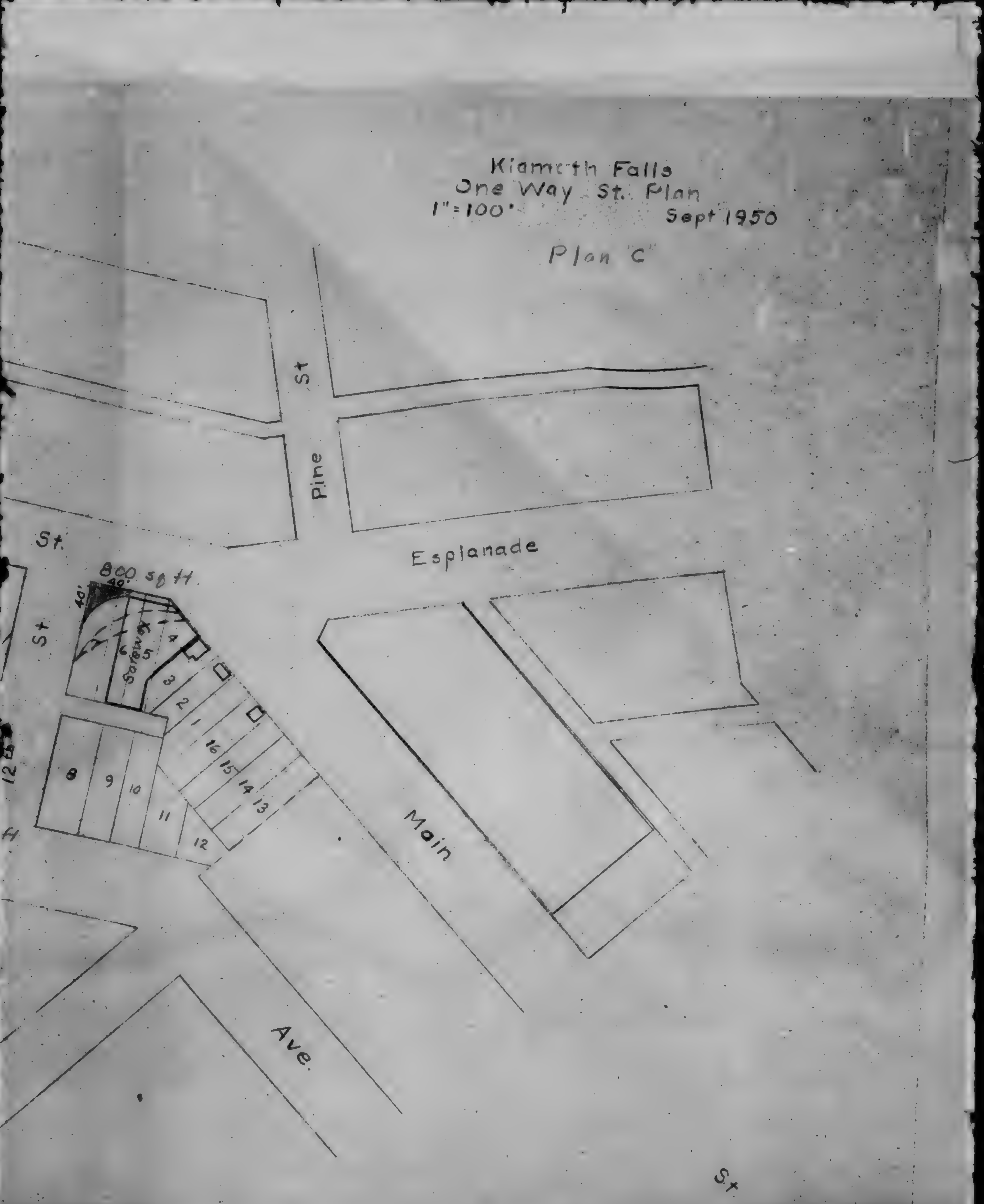
Property between Conger Street and Cedar Street and between Lincoln St. and High Street.

ORIGINAL TOWN

Lots	Blk.
1-4	27
1-2-3-4-5-6	28

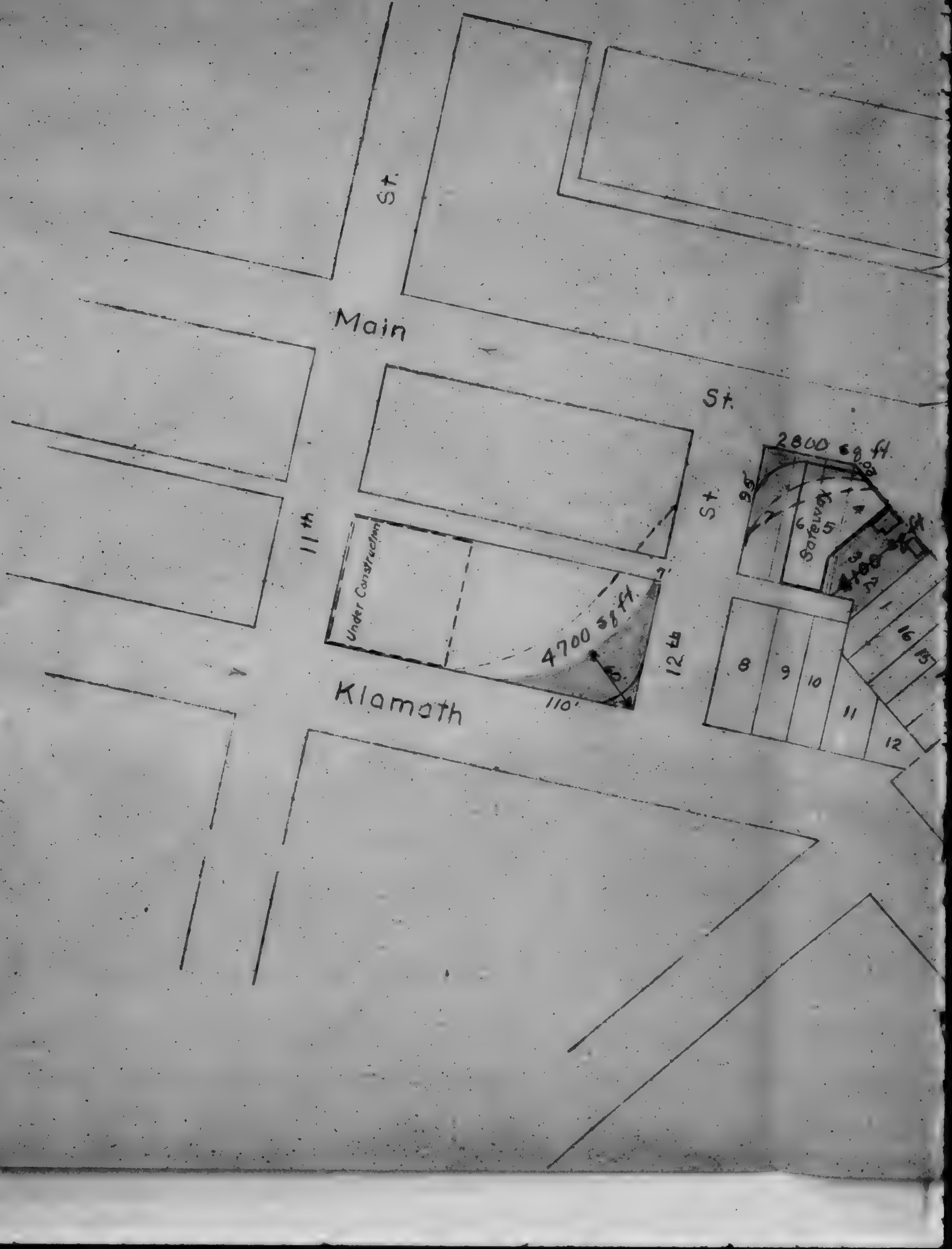
These lots are in the proposed City Park.


St.
Main
St.
11th
St.
Under Construction
St
Pine
800 sq ft.
40'
40'
Safeway
6
5
4
3
2
1
16
15
14
13
12
11
10
9
8
12th
Klamath
24'
40'
600 sq ft.
Ave.

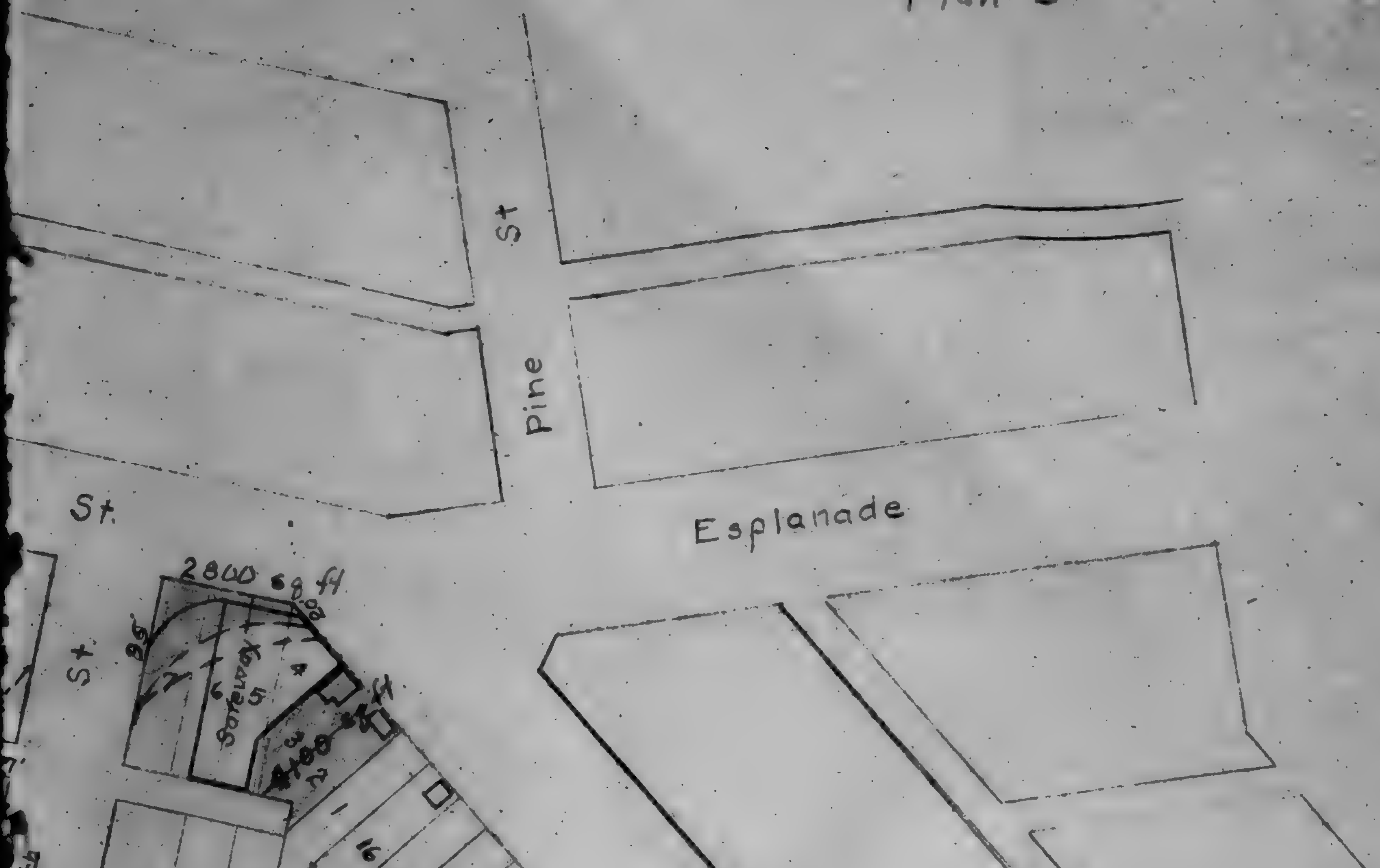


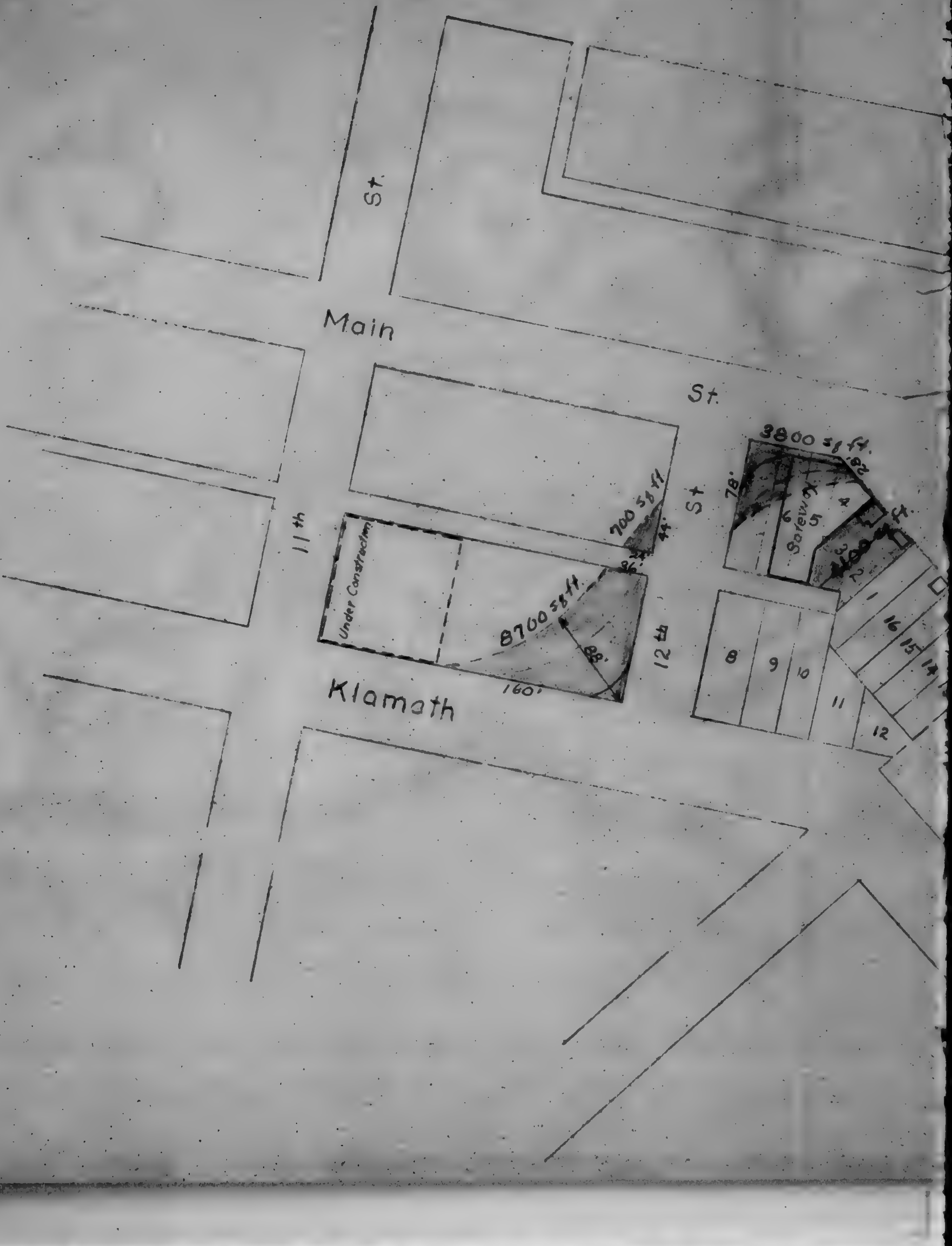
Klamath Falls
One Way St. Plan
1"=100'
Sept 1950

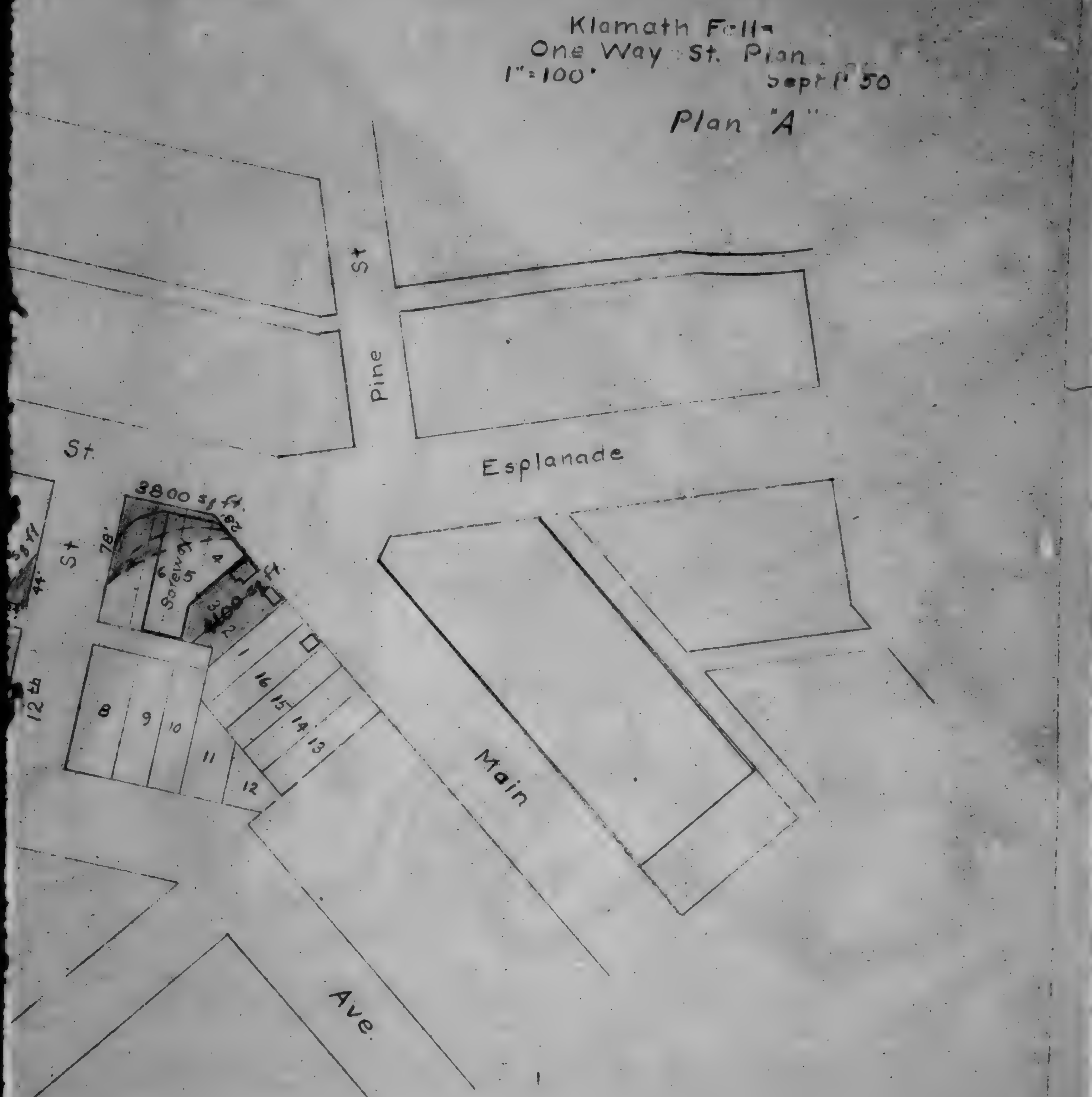
Plan 'C'

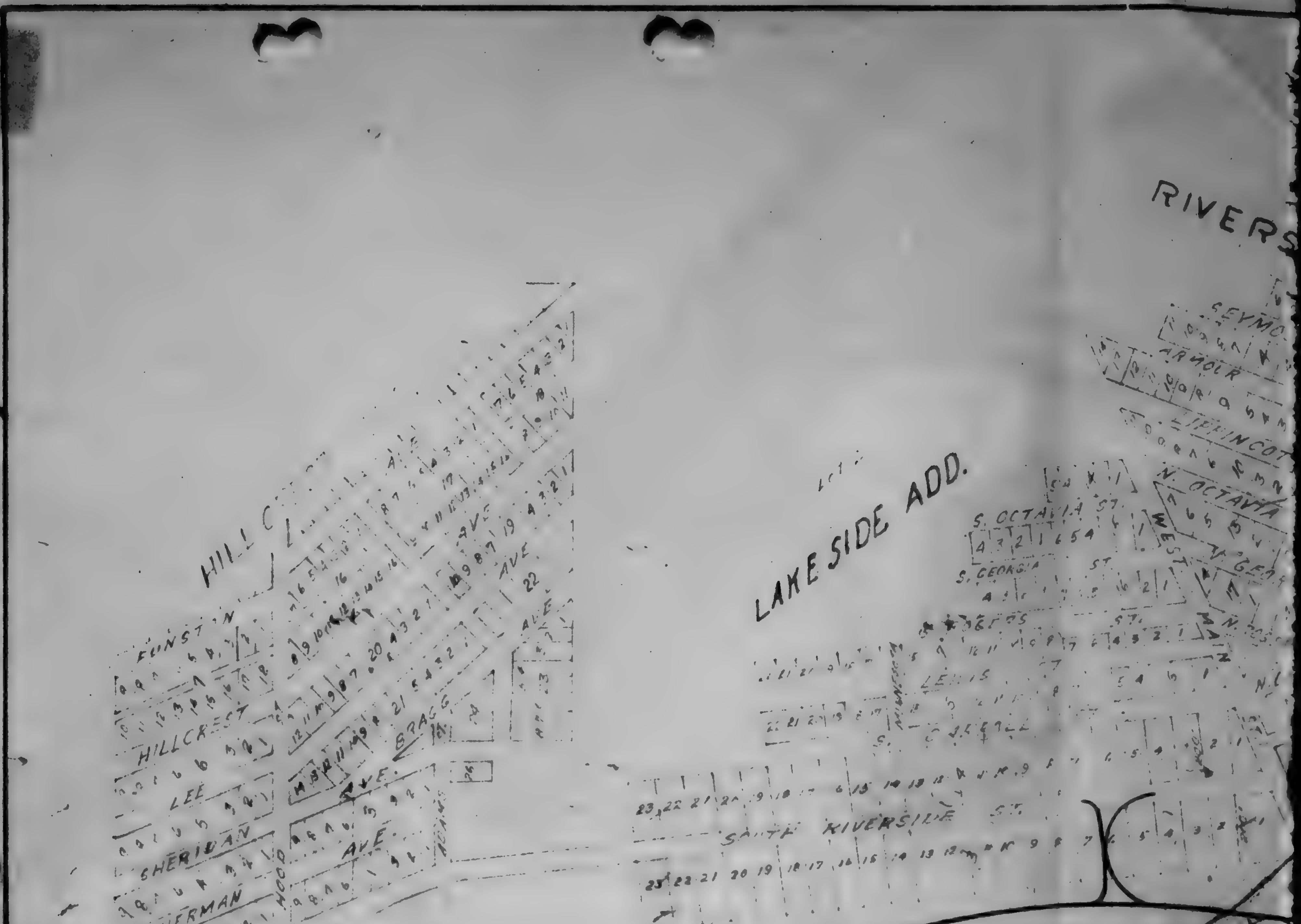

St.
Main
St.
11th
St.
Under Construction
4700 sq ft.
7'
60'
110'
12th
Klamath
2800 sq ft.
95
98
Safeway
7
6
5
4
3
2
1
8
9
10
11
12
16
15

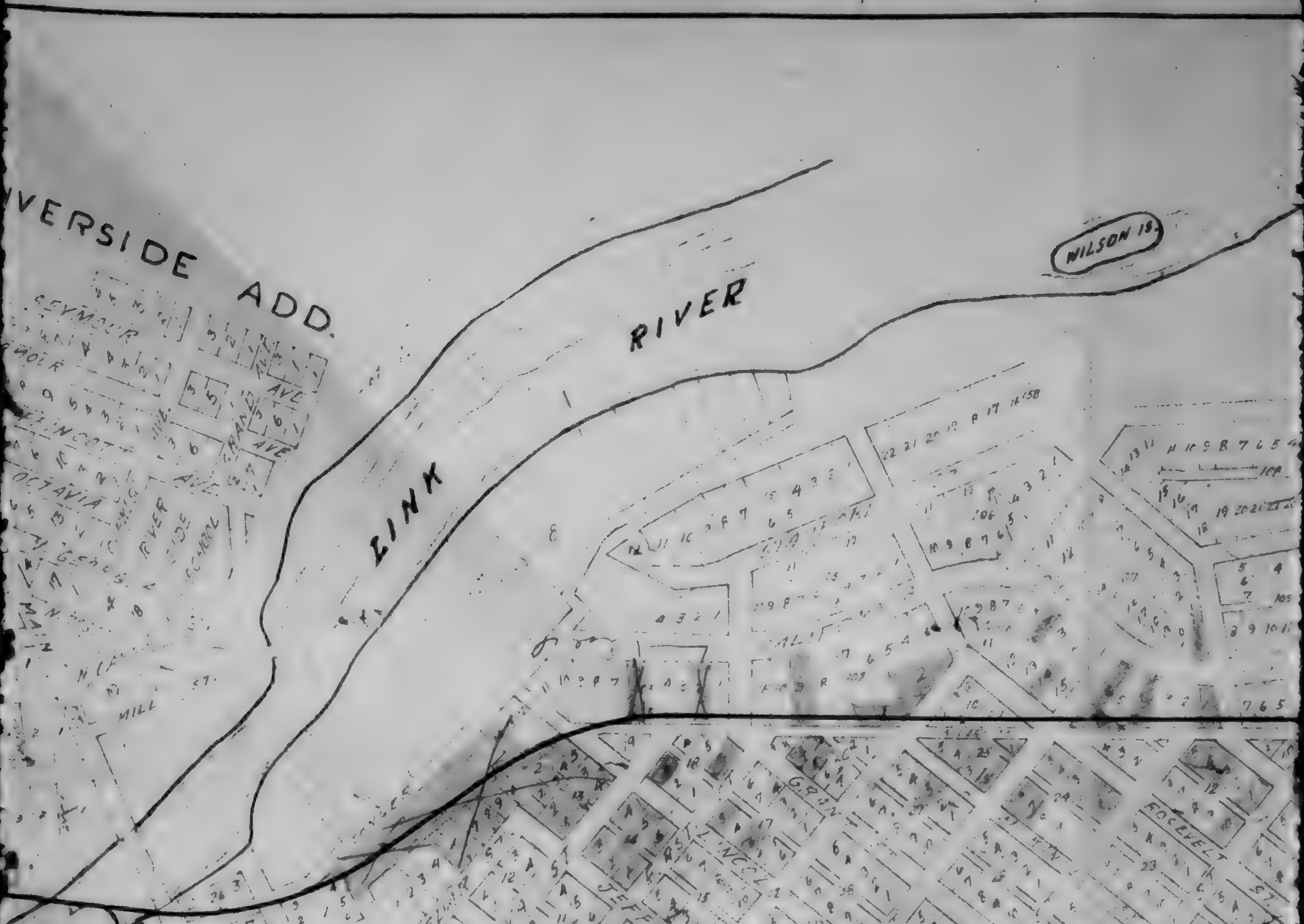
Klamath Falls
One Way St. Plan
1" = 100' Sept 1950
Plan B

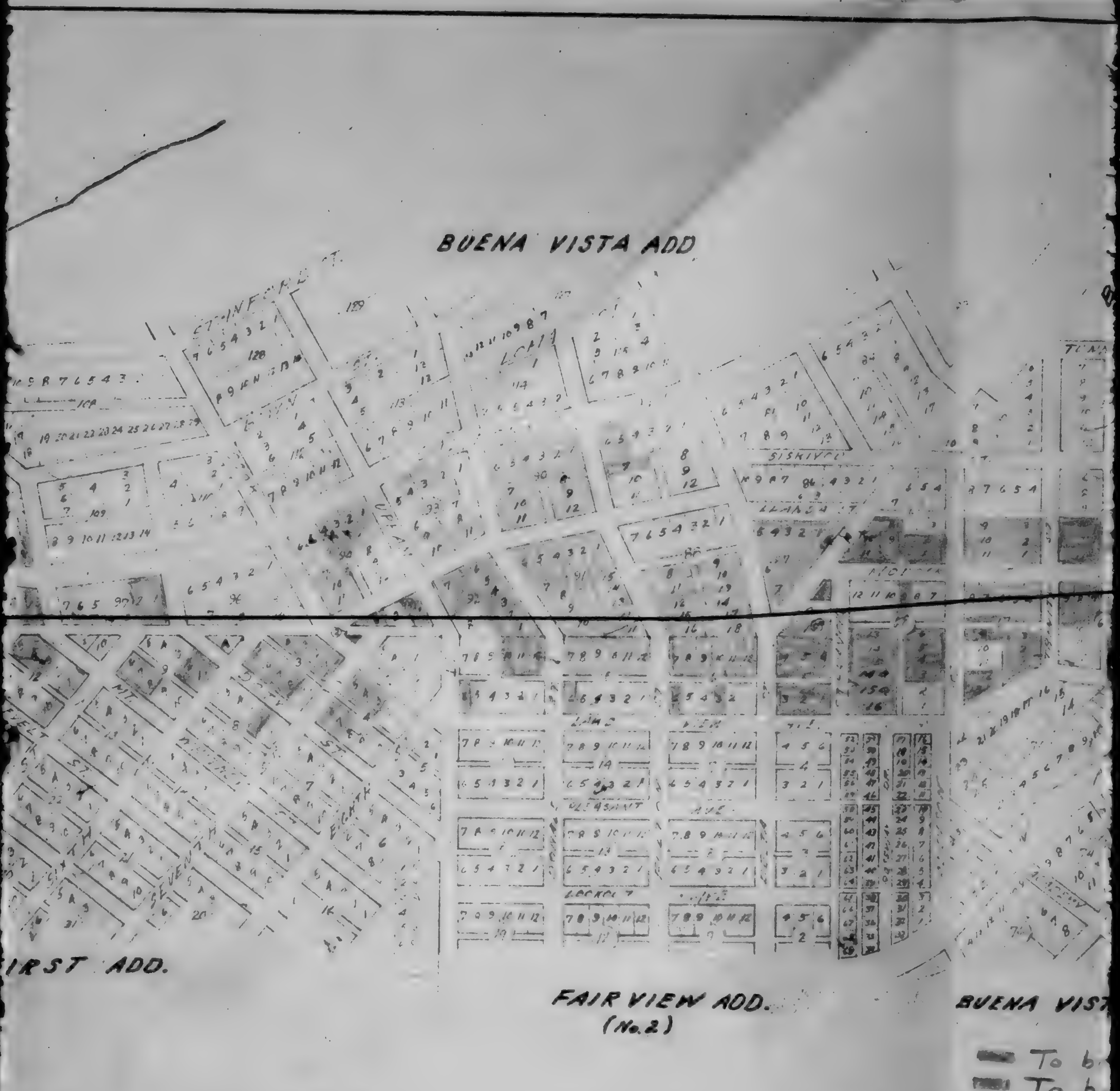


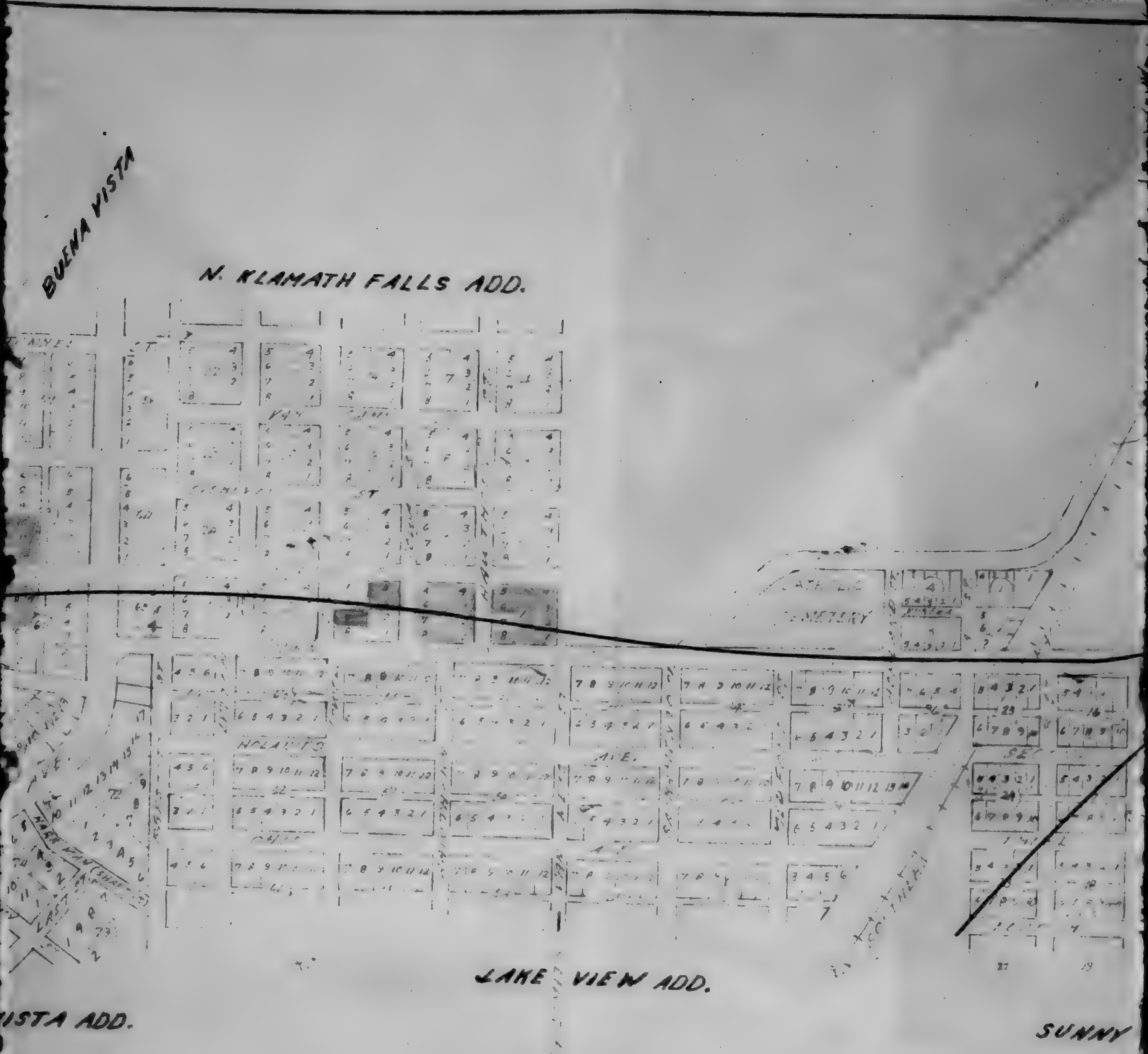

St.
Main
St.
11th
Under Construction
700 sq ft
44'
24'
36'
8700 sq ft
88'
160'
Klamath
12th
St
3800 sq ft
78'
28'
6
Safeway
5
4
3
2
ft.
1
16
15
14
8
9
10
11
12


Klamath Falls
One Way St. Plan
1"=100'
Sept 1' 50
Plan "A"


RIVERS
SEYMO
ARMOUR
N. OCTAVIA
WEST
LAKE SIDE ADD.
HILLCREST
FUNSTON
LEE
SHERIDAN
SHERMAN
HOOD
BRAGG
AVE.
S. OCTAVIA ST.
S. GEORGIA ST.
ROGERS
LEWIS
SOUTH RIVERSIDE ST.
ASHLAND KLAMATH FALLS
PROPOSED ROUTE. THE DALLES - CALIFORNIA HIGHWAY
LAKE EWAUNA

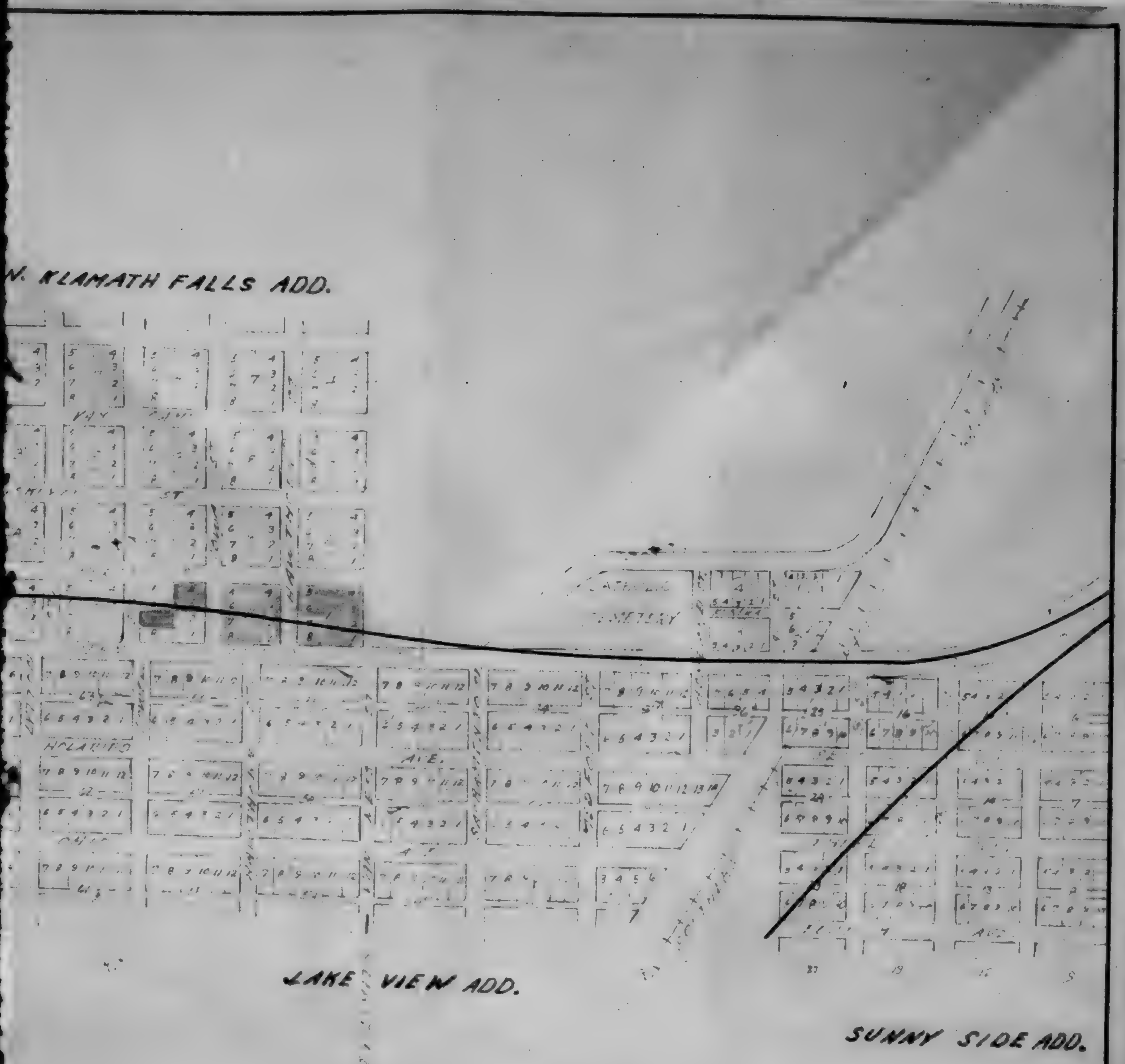

VERSIDE ADD.
SEYMOUR
OCTAVIA
GRAND AVE
RIVER SIDE
SCHOOL
MAIN
MILL ST.
LINK RIVER
WILSON IS.
ROOSEVELT
JEFFERSON
SECOND ST
MAIN ST.
KLAMATH
FIRST
EWAUNA HIGHTS
ORIGINAL TOWN


BUENA VISTA ADD.
SISKIYOU
PLEASANT AVE.
SEVENTH
EIGHTH
IRST ADD.
FAIR VIEW ADD.
(No.2)
BUENA VIST
To b
To b



be retained
be released

OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
THE DALLES CALIFORNIA HIGHWAY No. ~~50~~ 9
NORTH KLAMATH FALLS - LINK RIVER SECTION
SCALE 1" = 400'
JULY 27TH 1948
B.A. MARTIN
LOCATING ENGINEER



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
THE DALLES CALIFORNIA HIGHWAY No. 50 97
NORTH KLAMATH FALLS - LINK RIVER SECTION
SCALE 1" = 400' JULY 27TH 1948
B.A. MARTIN LOCATING ENGINEER

RECEIVED
MAR 14 1950
FOR FILING
Const
[illegible]
Muni-K-Falls

March 13, 1950

Oregon State Highway Commission

Gentlemen:

At the December meeting of the Commission you authorized negotiations for the purchase of some right of way from Keith Cobo in Klamath Falls. This property is located on the proposed west side by-pass of US97, which is now being surveyed. The reason for authorizing the negotiations for the purchase is that Cobo had started construction of a motel and advised that he was willing to adjust his buildings so as not to interfere with the proposed right of way.

We have had negotiations with Mr. Cobo, and he is demanding a price of $15,000 for the area required for right of way, which is approximately twice the appraised value of his property, so I am advised by the Right of Way Department. It would, therefore, appear that, if the property is to be acquired, it will be necessary to resort to condemnation proceedings. You authorized the survey for the west side by-pass principally upon request of the City and County, in order that the city- and county-owned lands could be withheld from sale and made available for right of way. It was not intended that all right of way on the west side by-pass be purchased now, as the construction of this facility does not appear feasible for several years.

In order that we may clarify the procedure which we should follow in the acquisition of right of way for this proposed by-pass, I am placing the matter on the next agenda for your consideration. I would suggest that, before any improved properties are acquired or any condemnation proceedings are instituted, the survey be completed and the total right of way costs appraised. This, of course, leaves the possibility of building developments in the meanwhile, but it may be that the appraised costs of the right of way which would need to be purchased at this time are more than the Commission would wish to undertake now. We shall, therefore, appreciate your advice in this matter.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:ms
cc Mr. W. C. Williams
Mr. J. M. Devers
Mr. Forrest Cooper

FORM E-30 25M 6-49 22906

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1950

SUBJECT: Our File 15913, Cobo
North City Limits
Klamath Falls

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

A month or two ago the Highway Commission authorized the purchase of some property along the northerly side of Conger Avenue and fronting on South Main Street in Klamath Falls, from a man named Cobo, for a possible connection if and when the west by-pass in Klamath Falls is constructed.

Mr. Cozad has been attempting to arrive at a settlement with this man but so far has been unable to do so.

There are approximately 20,000 square feet in the tract that we desire and the man is demanding $15,000, which, in my opinion, is approximately twice the value of this property.

The purpose of this letter is to inquire if you believe the matter is of enough importance that we should institute condemnation proceedings to acquire this tract. There seems to be some doubt that the west by-pass will ever be constructed and before entering into a costly suit I would appreciate your opinion.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc - J. M. Devers

RECEIVED
[illegible] 1950
FOR FILING

FORM [illegible]

[illegible]
[illegible]
[illegible]
Klamath Falls

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 31, 1950
Salem, Oregon

W C WILLIAMS

SUBJECT: Our File 15913
Keith Cobo

To: Mr. R. W. Cozad, District Supervisor Klamath Falls
Right of Way Department
Oregon State Highway Commission
Bend, Oregon

Dear Mr. Cozad:

Mr. Keith Cobo, who owns the property at the corner of South Main Street and Conger Avenue, in Klamath Falls, is getting a bit restive and would like to have us close a deal with him.

I realize that you have been very busy and the weather has been very inclement; however, if you can arrange it, I would like to have you contact Mr. Cobo in the next two or three weeks.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc - W. C. Williams ✓

RECEIVED
DEC 28 1949
FOR FILING

Const
Projects
Muni - K-Falls

Salem, Oregon
December 27, 1949

Mr. Forrest Cooper

The State Highway Commission at its last meeting approved the taking of options for the Gobo property, which is located on the proposed US97 West By-pass of Klamath Falls. If you do not have necessary property description, please secure same from Mr. H. G. Smith.

W. C. Williams

WCW:me

cc Mr. H. G. Smith

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NOV 18 1949
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Projects
Misc. - K-Falls

November 17, 1949

Oregon State Highway Commission

Gentlemen:

Some time ago, you gave me authority to make a location survey of a proposed US97 west side by-pass of Klamath Falls, and you authorized the taking of options for rights of way upon completion of the survey. It was definitely stated that there was no commitment of construction.

Our survey is now in progress, and the ultimate alignment has been determined through motel property owned by Keith Cobe. Mr. Cobe started construction of a motel a year or so ago and has poured the base of one of the buildings within the area that will be required for right of way. Mr. Cobe now desires to go ahead with his building development but is willing to adjust the motel to the new right of way, if the State will acquire the area necessary at this time.

In order to avoid costly construction on property that will eventually be acquired, I recommend that the Chief Counsel be given authority to negotiate immediately for the needed right of way through the motel property.

This matter will be on the next agenda, and the Secretary will have a map indicating the property.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. J. M. Devers
Mr. H. G. Smith

FORM E-90 15M 12-48 27900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1st, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

I am submitting map and right of way descriptions of property belonging to Keith Cobo et al on the West Side Bypass in Klamath Falls.

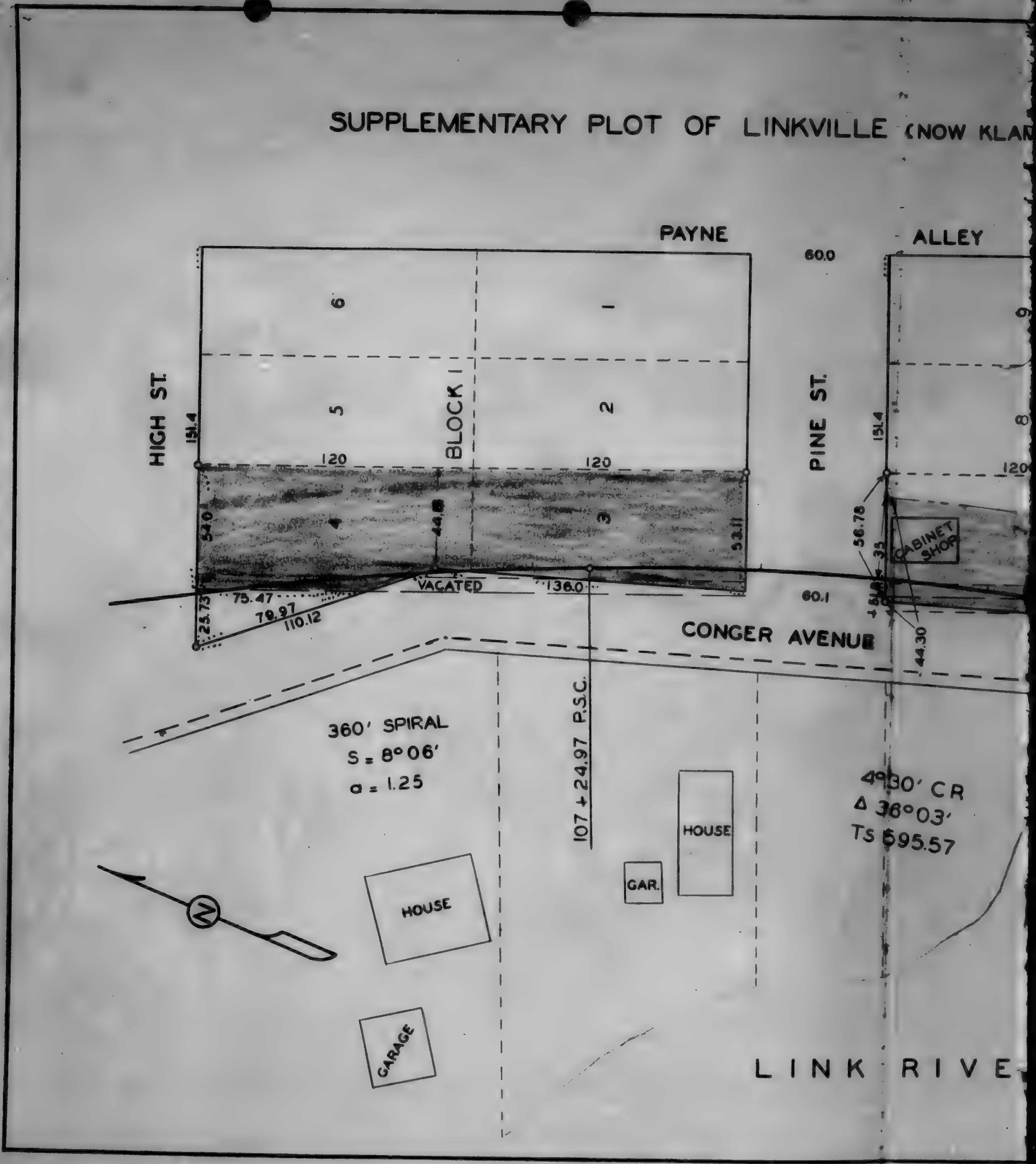
These property owners started to build a motel on the property at the intersection of Conger Avenue and Main Street in such a way that it would have practically blocked the West Side Bypass. They did not have sufficient funds to complete the project and now seem disposed to sell us the right of way shown in red. While we have no prospects of undertaking this project for several years, I feel it would be advisable to purchase this key property, or at least start negotiations to see if it can be purchased at a reasonable price. I have consequently approved the authorizations for negotiations, and recommend the property be purchased if it can be secured at a satisfactory price.

Very truly yours,

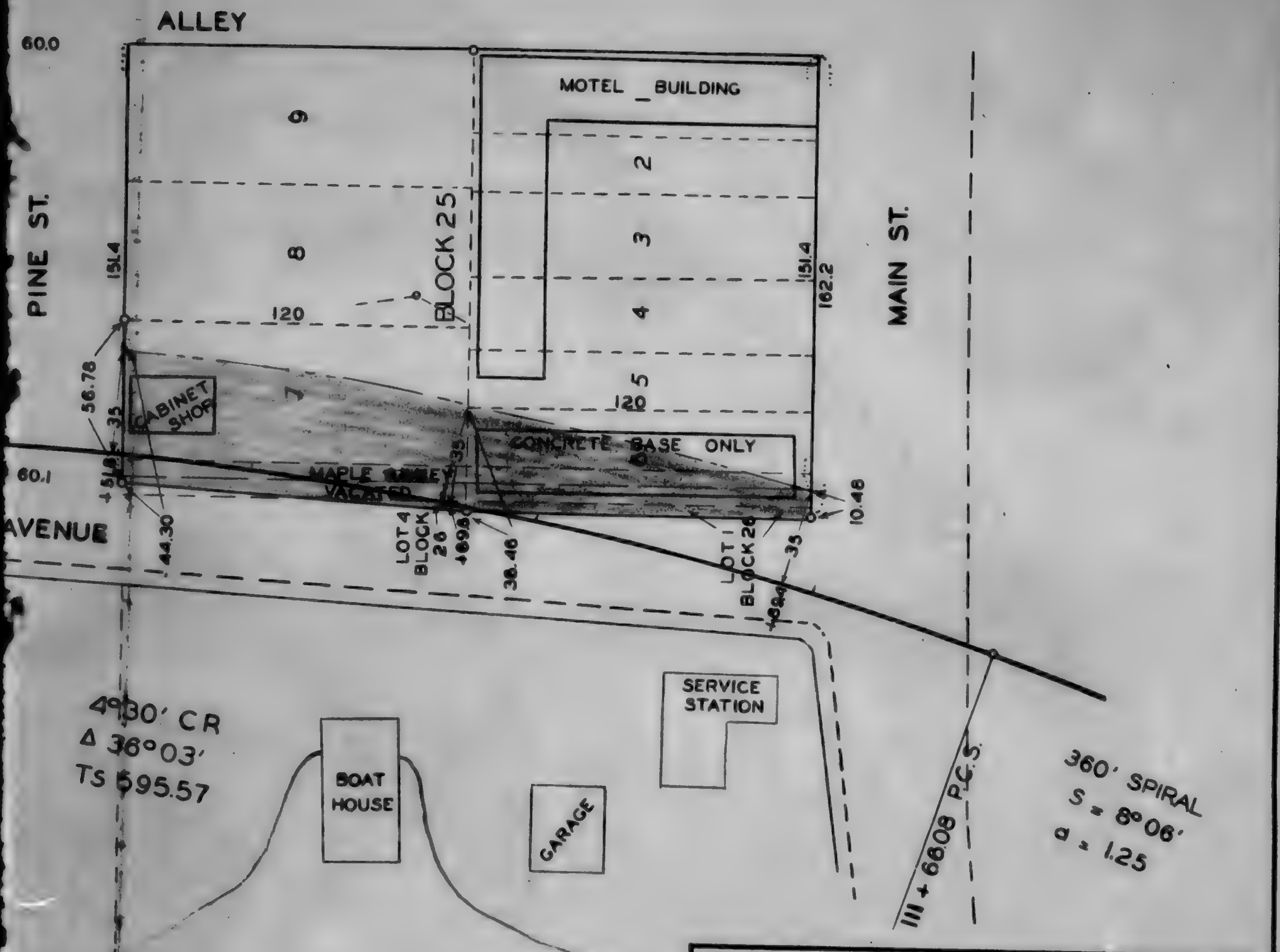
H G Smith

H. G. Smith
Construction Engineer

HGS:AR


SUPPLEMENTARY PLOT OF LINKVILLE (NOW KLA
PAYNE
ALLEY
60.0
HIGH ST.
PINE ST.
BLOCK 1
6
1
5
2
4
3
9
8
151.4
151.4
120
120
120
54.0
44.8
53.11
56.78
35
1.81
44.30
VACATED
136.0
75.47
79.97
110.12
25.73
60.1
CONGER AVENUE
CABINET SHOP
360′ SPIRAL
S = 8° 06′
a = 1.25
107 + 24.97 P.S.C.
4°30′ CR
Δ 36° 03′
Ts 595.57
HOUSE
HOUSE
GAR.
GARAGE
N
LINK RIVE

KVILLE (NOW KLAMATH FALLS) OREGON



OREGON STATE HIGHWAY DEPARTMENT	
ACQUIRE FROM	KIETH COBO ET AL
For	RIGHT OF WAY
Highway	THE DALLES-CALIFORNIA
County	KLAMATH
Scale 1" = 50'	Date OCT. 1949

RECEIVED
AUG 5 1949
FOR FILING

Agenda Item (4i)
June 27 -28, 1949

Const
Projects
Muni - Gen
K-Falls

1211W

July 15, 1949

Hon. Robert A. Thompson
Mayor of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Thompson:

Reference is made to your letter of June 4, 1949, advising that the City Council concurrs in the request of the Klamath Merchants Association, that the West Side Bi-pass be given priority over other highway projects to be built by the State Highway Commission in the vicinity of Klamath Falls. The matter had the attention of the State Highway Commission at its last meeting, and I was instructed to inform you that the Commission has no plans for the immediate construction of this project, and that the only reason the Commission authorized a survey of the project and acquisition of right of way, was to protect the route for future construction when the Commission felt that it was able to proceed with the work. This confirms the action taken by the Commission at its meeting on November 3, 1948, which the Commission could not see its way clear to change at this time.

I attach an excerpt from the minutes above referred to for your further information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

RECEIVED
JUN 15 1949
FOR FILING

Const
Projects
Muni - gen
K-Falls

121/w.

June 15, 1949

Mr. Alfred D. Collier
Klamath Falls, Oregon

Dear Sir:

This is in reply to your letter of June 13, regarding the clearance above high water of the proposed West Side by-pass across Link River.

According to our records, the controlled high water of Link River is at elevation 4085. We have planned on keeping the pavement at approximately elevation 4087, or a two-foot clearance or free board at the lowest point of the proposed subway under Main Street. Most of the proposed trestle or structure over Link River will be at elevation 4091, or a clearance of six feet.

I am enclosing a sketch profile of this line on the scale of 400 feet horizontal and 50 feet vertical, to the inch, which may give you a better idea of the proposed grade line.

If you need further information, please let us know.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
JUN 13 1949
FOR FILING

Conf

Projs

Muni-Agr

5-9-49

P

June 9, 1949

Mr. Robert A. Thompson
Mayor, City of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Thompson:

In response to your communication of June 4 relating to the action of the City Council in regard to the West Side By-pass, advise that I will present a copy of your letter to the members of the Oregon State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:kl
cc: Mr. T. H. Banfield
Mr. Ben R. Chandler
Mr. Chas. H. Reynolds

L. M. ACKERMAN
Police Judge

E. A. THOMAS
City Engineer

ROBERT A. THOMPSON
Mayor

HENRY E. PERKINS
City Attorney

HENRY H. AKIN
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
H. W. WAITS, Sr.
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
RICHARD L. HESSIG
Electrical Inspector
W. B. WHITCOMB
Air Port Manager
WALTER SALSBERY
Building Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN
MATT FINNIGAN
First Ward
G. C. TATMAN
Second Ward
ALFRED F. CONDREY
Third Ward
DARRELL MILLER
Fourth Ward
WENDELL A. SMITH
Fifth Ward

June 4th, 1949.

R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

On May 2nd, the City Council took action concurring in the wish of the Klamath Merchants Association that the West Side By-Pass be given priority over the other portions of highway to be built in the vicinity of the city limits.

Your worthy consideration of this request will be greatly appreciated.

Yours very truly,
Robert A. Thompson
Robert A. Thompson
Mayor

RT/sw

RECEIVED
JUN -7 1949
OREGON
STATE HIGHWAY COMMISSION

(ADDRESS ALL DEPARTMENTS CARE OF CITY HALL)

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3100 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

June 3, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: W. C. Williams, Assistant State Highway Engineer

Dear Sir:

Your letter of June 1st enclosing prints showing the proposed West-side by-pass across Link River in Klamath Falls received, for which please accept our thanks. The original line, as I understood it, crossed Main Street through a sub-way and I adjudge from the drawings that the amended location also crosses through a sub-way. I am wondering whether you could advise me as to the approximate distance above the water that the height of this road way would be so that we could judge whether this will cut off all access to the water from the City Park or not.

Thanking you for many past favors, I am,

Respectfully yours,

Alfred D. Collier

Alfred D. Collier
Member, City Park Board

ADC/dl

NOTED
W. C. WILLIAMS

RECEIVED
JUN -6 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 - 1949
FOR FILING

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Projects
Municipal - Gen
K. Falls

May 9, 1949

Mr. Alfred D. Collier
City Planning Commission
P. O. Box 27
Klamath Falls, Oregon

Dear Mr. Collier:

I have your letter of April 28, concerning proposed future construction on South Sixth Street and on the Westside By-pass in the City of Klamath Falls, and concerning particularly the use of federal aid on either or both of these routes.

Whether or not federal aid will be used in the improvement of either or both of these routes cannot, at present, be stated without some qualification. The by-pass route being on the federal aid primary highway system is eligible for federal aid and federal aid probably will be used in its improvemnt. However, there is nothing to exclude the making of this improvement with state funds alone.

The Sixth Street route is not, at present, eligible for federal aid. It is on the federal aid secondary highway system but, under present regulations, federal aid is not available for those portions of secondary highways which are within cities having populations greater than 5,000. However, there is a possibility of this route becoming eligible for federal aid in the course of a few years either by a change in applicable regulations or by changing the highway from secondary classification to primary classification. If improvement of the route is undertaken while still ineligible for federal aid, the improvement would, of course, be financed wholly with state funds.

The use of federal aid funds on one route will not, of itself, operate to delay construction on the other route.

If the foregoing does not fully clarify this matter for you, please let me know.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP/gs

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3100 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

Mr Baldock
BY SECRETARY

April 28, 1949

Harry B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

If possible, I would like to be informed on the following matter: It is my understanding that when the State Highway Commission builds what we call the westside by-pass which would be part of U. S. 97, and also when they build the viaduct on South Sixth Street which would be on Oregon 66, that the commission would secure federal aid on both of these projects. Does such federal aid come from the same funds or does it come from separate funds? If it comes from separate funds, would the use of such federal funds on one project in any way delay the construction of the other project because of the use of such federal funds? If the westside by-pass should be built before the viaduct, would federal aid on the viaduct be eliminated?

These questions have come up in connection with the study of the Hahn & Campbell highway planing report to the City of Klamath Falls. I shall appreciate any information along these lines that you are able to give me.

Respectfully yours,

Alfred D. Collier, Member
City Planing Commission
P. O. Box 271
Klamath Falls, Oregon

ADC/df

Prickett
Please
prepare
reply

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APR 29 1949
OREGON
STATE HIGHWAY COMMISSION

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5301

July 15, 1949

Mr. Robert A. Thompson
Mayor of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Thompson:

With respect to your communication of July 7, 1949, advise that the State Highway Commission has made no commitment with regard to construction of the so-called west side by-pass, but has authorized the purchase of right of way when a favorable price can be obtained, and has requested the City and the County to refrain from selling to private parties any right of way on the proposed road that either the City or the County owns.

Some three years ago, the Commission set up the sum of $50,000 to take care of a one-way street plan for the cross-town traffic. The City of Klamath Falls refused to pass the necessary ordinances for one-way traffic; therefore, the Commission took no further action.

No funds have been set up for the South Sixth Street viaduct.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

L. M. ACKERMAN
Police Judge

E. A. THOMAS
City Engineer

ROBERT A. THOMPSON
Mayor

HENRY E. PERKINS
City Attorney

HENRY H. AKIN
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
H. W. WAITS, Sr.
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
RICHARD L. HESSIG
Electrical Inspector
W. B. WHITCOMB
Air Port Manager
WALTER SALSBERY
Building Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN
MATT FINNIGAN
First Ward
G. C. TATMAN
Second Ward
ALFRED F. CONDREY
Third Ward
DARRELL MILLER
Fourth Ward
WENDELL A. SMITH
Fifth Ward

July 7,1949

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

The City of Klamath Falls is desirous of getting further improvements completed in their program of highway construction.

In order to begin a methodical planning, we need the following information:

1. The amount of State Funds, or State and Federal funds available for the following projects:

Westside Bypass
Cross Town Traffic
South Sixth Street Viaduct

2. Would the amount of funds available be sufficient for any ONE of the above projects?

Our present budget does not allow for any expanding in this catagory at the present; however, our traffic problem is getting such that we need relief badly and any suggestion or help you might offer at this time will be greatly appreciated.

It is our belief that once a clear cut program can be presented to all concerned, we will have the united support of all. In our opinion, all three projects are of major importance to the City, and if a way could be found to complete one at this time, I am confident that everyone concerned will give it a wholehearted support.

Very truly,

Robert A Thompson
Robert A. Thompson
Mayor

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JUL 9 - 1949
OREGON
STATE HIGHWAY COMMISSION

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OFFICE COPY

RESOLUTION

WHEREAS, heretofore, to wit: on the twenty-ninth day of May, 1945, the Commission adopted a three-year program of postwar highway construction, which action of the Commission is evidenced by a resolution duly adopted and entered in the minutes and records of the Commission; and

WHEREAS, said postwar program, while it includes Federal Aid and Forest Highway construction of general character and classification, is nevertheless not adequate to meet the needs of the general public; and

WHEREAS, many of the highways and in particular sections of some highways in the State are in need of repair, reconditioning and reconstruction because of the fact that during the war emergency ordinary highway maintenance was neglected; and

WHEREAS, the State now has or will have available during the next three-year period approximately six million dollars of state highway funds which are not needed to meet the requirements of ordinary highway maintenance, debt service, operating expense or the matching of Federal Aid and therefore said funds may be employed on a state highway construction program; and

WHEREAS, the Commission, after due consideration of all matters and of all factors involved in and essential to an adequate highway system, is of the opinion that public welfare will be served by the promotion and accomplishment of the program of highway construction hereinafter set forth; and

WHEREAS, the program of projects now proposed for adoption is integrated with and bears a progressive relationship to the major program heretofore approved and adopted by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That the proposed state highway construction program set forth in detail in the attached exhibit, consisting of five sheets, marked Exhibit A, and otherwise identified as bearing the signatures of R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary to the Commission, and the date of June twenty-seventh, 1946, and by this reference made an essential part hereof, hereby is approved and the several highway projects listed and enumerated therein hereby are each and all adopted and approved as highway projects for construction during the years 1946, 1947 and 1948, except as hereinafter provided with respect to projects identified by the letter D.

2. That the State Highway Engineer be and he hereby is authorized and instructed to make all necessary surveys and thereafter, as such surveys are completed, report the same to the Commission for approval.

3. That upon approval and adoption by the Commission of any one or more of said surveys said Engineer shall then prepare correct descriptions of all real properties needed for rights of way or other uses or purposes in connection with the accomplishment of said projects or any one of the same and deliver such descriptions to the Chief Counsel, and thereafter said Counsel shall take the necessary steps to acquire options on all real properties needed in connection with said projects or any of the same and report said options to the Commission for approval.

4. That upon approval of the survey and location of any one or more of said projects and the acquisition of the necessary rights of way therefor and the approval by the Commission of options covering such rights of way, then the Engineer shall prepare or cause to be prepared and published

the call or calls for competitive bids as required by law.

5. That if any of said projects are projects promoted under a cooperative arrangement between the State and a county or the State and a city, or the State and a county and a city, then before the call for bids is issued an appropriate agreement or agreements shall be prepared by the Chief Counsel, submitted to the Commission for approval and thereafter executed by the county or the city, or the county and the city, as the case may be, and presented for execution by the Commission.

6. With reference to projects set forth in said Exhibit A designated or identified by the letter D it hereby is provided and ordered that until such projects and each thereof have been further considered and cleared for construction no surveys with respect thereto shall be made or other action taken, provided, however, that the sums or amounts of money allocated to such identified projects shall be held subject to the further order of this Commission.

7. That this resolution be entered in the minutes and records of the Commission as of the twenty-seventh day of June, 1946, and copies thereof delivered by the Secretary to the Public Roads Administration.

PROPOSED STATE CONSTRUCTION PROGRAM

For Performance During 1946, 1947 and 1948

June 27, 1946

Exhibit "A"

PART I - STATE RURAL PROJECTS

County	Highway	Section and Description	Construction	R/W	Total
		Division No. 1			
Clackamas	Pacific E.	Multnomah Co. Line-Milwaukie, Channelization and Service Road	$ 65,000	$ - -	$ 65,000 B
Clackamas	Pacific E.	Oregon City-Canby, Pav't. Resurf. & Widen.	400,000	13,000	413,000 A
Multnomah	Pacific	Interstate Bridge, Electrical Work	8,400	- -	8,400 C
Multnomah	Pacific	Jantzen Beach Section Traffic Interchange	100,000	10,000	110,000 B
Washington	Wilson River	Wilson River Highway, 12.0 mi. Resurfacing	200,000	- -	200,000 A
		Total - Division No. 1	$ 773,400	$23,000	$ 796,400
		Division No. 2			
Benton	Eddyville-Blodgett	Eddyville-Blodgett, 18.9 mi. Resurfacing	$ 172,500	$ - -	$ 172,500 C
Clatsop	Ore. Coast	Arch Cape Tunnel, Lighting	21,000	- -	21,000 A
Linn	Santiam	W. Unit, Lebanon-Sweet Home, 8.0 mi. Pav't. Resurf.	91,900	- -	91,900 C
Marion & Polk	Co. Road	Independence Bridge (State Share)	300,000	- -	300,000 B
Polk	Salmon R.	Ft. Hill Bridge & Apprs.	85,000	10,000	95,000 A
Tillamook	Netarts	Stillwell Bridge & Appr.	70,000	1,000	71,000 A
		Total - Division No. 2	$ 740,400	$11,000	$ 751,400

A = Approved by Highway Commission
B = Approved subject to an agreement to be drawn with second party, such as a city or a county, which agreement is to be submitted to the Commission for final action
C = Contracted
D = Project not approved but money to be held in program for further study and final action by Commission.

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 3				
Coos	Coos Bay-Roseburg	S. of Myrtle Point, Line Chge., Gr., Surf. & Oil	$ 15,000	$ 1,000	$ 16,000	A
Coos	Coos River	Enegren Ferry Section, Grad. and Surf.	30,000	- -	30,000	A
Douglas	Pacific	Tolo R.R. Overcrossing, Structure Widening	43,000	7,000	50,000	A
Douglas	Umpqua	Elkton Tunnel, Lighting	21,000	- -	21,000	A
Douglas	Umpqua	Reedsport Sec., Grad., Surf. & Ldscp.	10,000	- -	10,000	A
Douglas	Elkton-Sutherlin	Tyee Road-Sutherlin, Surfacing	100,000	15,000	115,000	A
Douglas	Tiller-Trail	Coffey Creek Bridge	16,600	- -	16,600	C
Jackson	Pacific	Siskiyou Slide Correction	50,000	- -	50,000	A
Jackson	Sams Valley	E. Unit of Hwy., Gr. & Surf.	100,000	- -	100,000	A
Josephine	Rogue River Loop	Robertson Br.-Redwood Hwy., 9.44 mi. Oiling	28,800	- -	28,800	C
Lane	Pacific	Junction City Bridge	36,900	- -	36,900	C
Lane	Richardson-Eugene	Noti-Richardson, Resurf.	100,000	- -	100,000	A
Lane	Territorial	Gillespie Corner-Co. Line Resurfacing	100,000	- -	100,000	A
		Total - Division No. 3	$ 651,300	$23,000	$ 674,300	
		Division No. 4				
Deschutes	Cent. Oregon	Brothers-Hampton, Resurf.	$ 165,000	$ - -	$ 165,000	A
Deschutes	McKenzie	Overpass near Sisters (State Share)	7,500	- -	7,500	A
Deschutes	Co. Road	Alfalfa Co. Road., Oiling	35,000	- -	35,000	A
Hood River	Mt. Hood Loop	Bennett Pass-Cooper Spur, Grad., Surf. & Oiling	130,000	- -	130,000	D
Klamath	K. Falls-Malin	1st Ave.-Esplanade (K. Falls) Grad. & B. Mac. Surf.	330,000	- -	330,000	B
Klamath	Co. Road	Sprague River Rd., Br. & Gr.	150,000	- -	150,000	A
Lake	Warner Valley	Hwy. Jct.-Muddy Cr., Grad., Surf. & Oiling	110,000	2,000	112,000	A
Linn	Santiam	Hogg Pass, Grade Widening	75,000	- -	75,000	A
Sherman	Sherars Bridge	Sherars Grade Section, Grad., Surf. & Oiling	75,000	2,000	77,000	A
Wasco	Sherars Bridge	Deschutes River Section, Grad., Surf. & Oiling	30,000	- -	30,000	A
		Total - Division No. 4	$1,107,500	$ 4,000	$1,111,500	

County	Highway	Section and Description	Construction	R/W	Total
		Division No. 5			
Baker	Baker-Unity	Mill Gulch-Salisbury, Gr. Widening	$ 152,100	$ - -	$ 152,100 C
Gilliam	Wasco-Heppner	Hay Creek Sec., Grad., Surf. & Oiling	150,000	- -	150,000 A
Grant	Kimberly-Monument	Kimberly-Dry Creek, Oiling	70,000	- -	70,000 A
Harney	Canyon City-Burns	Trout Creek, 5 mi. Resurfacing	50,000	- -	50,000 D
Harney	Diamond Valley	Happy Valley-Diamond, Grad. and Surfacing	30,000	- -	30,000 A
Malheur	Adrian-Caldwell	Adrian-State Line, 4.4 mi. Grad., Surf. & Oil.	35,000	- -	35,000 A
Malheur	Adrian-Arena Val.	Adrian-State Line, 3.2 mi. Grad., Surf. & Oil.	35,000	- -	35,000 A
Morrow	Heppner-Spray	Rhea Creek-Hardman Hill, Grad., Surf. & Oil.	60,000	- -	60,000 A
Umatilla	Col. River	Umatilla River Bridge	32,000	- -	32,000 A
Umatilla	Pendleton-John Day	Tutuilla Creek Sec., Grad., Surf. & Oiling	50,000	3,000	53,000 A
Umatilla	Weston-Elgin	McDougall Camp-Pioneer Spur, Grad., Surf. & Oiling	230,000	- -	230,000 D
Union	Starkey	Hilgard-Starkey, Resurf.	30,000	- -	30,000 A
Wallowa	Joseph-Wall. L.	N. Unit, Joseph-Wallowa Lake, Gr., Surf. & Oil.	30,000	- -	30,000 A
		Total - Division No. 5	$ 954,100	$ 3,000	$ 957,100

PART II - STATE MUNICIPAL PROJECTS

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 1				
Multnomah	Col. River	Parkrose Sec., Pav't Wid.	$ 20,000	$ - -	$ 20,000	A
Multnomah	Mt. Hood	Gresham Sec., Sewer and Pav't Widening	52,000	- -	52,000	B
Washington	Tualatin Valley	Forest Grove Sec., Pav't Widening	15,000	- -	15,000	A
Yamhill	Pacific W.	Newberg Sec., Pav't Widen.	50,000	- -	50,000	B
Yamhill	Tualatin Valley	Yamhill Sec., Pav't Widen.	5,000	- -	5,000	D
		Total - Division No. 1	$ 142,000	$ - -	$ 142,000	
		Division No. 2				
Benton	Pacific W.	Corvallis (Harrison St.) Pav't Wid. (State Share)	$ 15,000	$ - -	$ 15,000	B
Lincoln	Ore. Coast	Oceanlake Sec., Grad., Surf. & Bit. Mac.	146,100	44,000	190,100	C
Lincoln	Ore. Coast	Waldport Sec., Curbs & Pav't Widening	22,000	- -	22,000	B
Linn	Pacific E.	Albany Service Rd., G-S-O	60,000	20,000	80,000	D
Linn	Santiam	Lebanon Sec., Paving and Pav't Widening	86,000	25,000	111,000	B
Marion	Pacific E.	Woodburn Sec., Curbs and Pav't Widening	82,400	- -	82,400	A
Marion	Hillsboro-Silverton	Woodburn Sec., Curbs and Pav't Widening	46,300	- -	46,300	B
Yamhill	Pacific W.	Amity Sec., Gr., Surf. & Oil.	20,000	- -	20,000	A
Yamhill	Salmon R.	Sheridan Sec., G-S-B. Mac.	20,000	- -	20,000	D
		Total - Division No. 2	$ 497,800	$89,000	$ 586,800	
		Division No. 3				
Curry	Ore. Coast	Port Orford Sec., Curbs and Oil Mat Widening	$ 35,000	$ 5,000	$ 40,000	B
Douglas	Ore. Coast	Gardiner Sec., Curbs and Pav't Widening	85,000	- -	85,000	B
Josephine	Pacific	Grants Pass Sec., Curbs and Pav't Widening	10,000	- -	10,000	A
Lane	McKenzie	Springfield Sec., Curbs and Pav't Widening	110,000	- -	110,000	B
		Total - Division No. 3	$ 240,000	$ 5,000	$ 245,000	

County	Highway	Section and Description	Construction	R/W	Total	
		Division No. 4				
Deschutes	Central Oregon	Bend (Greenwood) Underpass, Regrading	$ 20,000	$ - -	$ 20,000	A
Jefferson	Dalles-Calif.	Madras Section, Sewer and Pav't. Widening	55,000	- -	55,000	B
Klamath	Dalles-Calif.	Klamath Falls, 1-way Sts., Grading and Paving	26,000	24,000	50,000	B
Klamath	K. Falls-Lakeview	Bly Section, Drainage and Widening	15,000	2,000	17,000	A
Klamath	K. Falls-Malin	Malin Section, Traf. Interchange & B. Mac. Widen.	15,000	- -	15,000	A
		Total - Division No. 4	$ 131,000	$26,000	$ 157,000	
		Division No. 5				
Baker	Baker-Unity	Baker (Dewey Ave.) Underpass & Appr. (State Share)	$ 165,000	$10,000	$ 175,000	B
Malheur	Old Oregon Trail	Ontario Section, Pav't. Widening	70,000	- -	70,000	B
Umatilla	Old Oregon Trail	Pendleton Section, 1-way Sts. Grading & Paving	75,000	25,000	100,000	A
		Total - Division No. 5	$ 310,000	$35,000	$ 345,000	

SUMMARY

	Rural Projects	Municipal Projects	Total
Division No. 1	$ 796,400	$ 142,000	$ 938,400
Division No. 2	751,400	586,800	1,338,200
Division No. 3	674,300	245,000	919,300
Division No. 4	1,111,500	157,000	1,268,500
Division No. 5	957,100	345,000	1,302,100
State Total	$4,290,700	$1,475,800	$5,766,500

Attest:

H. B. Glaisyer, Secretary

Approved:

R. H. Baldock, State Highway Engineer

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FOR FILING

File

June 29, 1949

520 W
321 W
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Mr. Rudy Jacobs, President
Klamath Merchants Association
323 Main Street
Klamath Falls, Oregon

Dear Sir:

In reply to your letter of June 10, you are advised that the matter of truck routing in Klamath Falls has been given very careful study by the State Highway Commission and the City of Klamath Falls. This is primarily a matter for determination by the city, but the state, of course, wishes to assist in any way possible.

It is believed that the city has worked out the best plan that is possible now. Through trucks, or trucks destined for the downtown area, will naturally use the new entrance. Truck traffic that is destined for points along the old highway in the northern part of Klamath Falls will undoubtedly continue to use the old highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Mr. W. E. Chandler

Mr. F. B. Crandall

FORM B-60K 15M 1-49 29034

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
Juen 13, 1949

RECEIVED
JUN 14 1949
OFFICE OF
DIVISION ENGINEER

SUBJECT:

To:
Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Please note the attached letter from the Klamath Merchants Merchants Association concerning the truck route through the city of Klamath Falls.

Upon receipt of the letter I called Mr. Jacobs by telephone and advised him that the route of truck traffic through Klamath Falls was strictly a problem for the city and the route now in effect, namely over the First Avenue Esplanade section from the north city limits to the intersection of Esplanade and Spring Streets and thence over various city streets, as designated by the city council and not selected by the State Highway Department.

I presume this letter should be forwarded to the proper authority for acknowledgement and reply to Mr. Jacobs.

Very truly yours,

Tom Edwards

Tom Edwards,
District Maintenance Superintendent

TE/db
attach:

NOTED
WM. E. CHANDLER

copy/Collier. C

First word on
this the first
time I saw in
K. Falls. C

NOTED

NOTED

NOTED
E. A. COLLIER

NOTED
R. M. Smith

Klamath Merchants Association, successors to
Klamath Retail Trade Bureau
323 MAIN STREET
KLAMATH FALLS, OREGON

June 10, 1949

Mr. Tom Edwards
District Maintenance Superintendent
Oregon State Highway Commission
Altamont Drive
Klamath Falls, Oregon

Dear Mr. Edwards:

The Klamath Merchants Association wishes to urge that existing truck routes entering Klamath Falls from the north, via Biehn St., Oregon Avenue and 11th Street, be maintained until such time as a West-Side Bypass route is constructed.

Reasons for this stand are these:

By allowing trucks to use the new North Entrance, truck traffic will necessarily flow from Alameda into Esplanade. To get these trucks off of Esplanade before they get onto Main Street will require expensive development in the form of street widening and easing of curves to set up a system of crosstown boulevard streets which would be money completely wasted as soon as the West-Side Bypass is built.

If truck traffic is not diverted off of Esplanade, it will flow into Main Street in a straight shoot for the Link River Bridge, making an extremely undesirable congestion of traffic in the heart of the business district.

Expenditures for this crosstown system would delay the construction of the West-Side Bypass which is the only satisfactory long-range solution to the problem of keeping heavy through trucks out of the congested downtown area.

Oregon Avenue and 11th Street must continue to be important arterial streets, since the future main east-west highway from Klamath Falls to Medford and the Coast will undoubtedly be by way of Lake o'the Woods. To allow these streets to temporarily revert to the status of minor residential streets would be unrealistic and short-sighted. ?

We vigorously urge that the existing truck routes be maintained until the West-Side Bypass is built.

NOTED
L. A. DE FRANCE

Sincerely yours,

Rudy Jacobs

Rudy Jacobs, President
Klamath Merchants Association

NOTED
R. M. Smith

AN ORGANIZATION FOR THE PROMOTION AND PROTECTION OF THE RETAIL TRADE OF THE CITY OF KLAMATH FALLS

Klamath Merchants Association, successors to
Klamath Retail Trade Bureau
323 MAIN STREET
KLAMATH FALLS, OREGON

June 10, 1949

NOTED
W. C. WILLIAM

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

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We vigorously urge that the existing truck routes be maintained until the West-Side Bypass is built.

Copy Made for Crandall

Sincerely yours,

Rudy Jacobs

Rudy Jacobs, President
Klamath Merchants Association

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JUN 1
OREGON
STATE HIGHWAY COMMISSION

AN ORGANIZATION FOR THE PROMOTION AND PROTECTION OF THE RETAIL TRADE OF THE CITY OF KLAMATH FALLS

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Maint
Traffic
Publicity

K Falls

520W
521W
590W

June 2, 1949

Mr. and Mrs. N. F. Lentes
121 South 2nd Street
Klamath Falls, Oregon

Dear Sir and Madam:

Receipt is acknowledged of a letter you addressed jointly to the State of Oregon, the State Highway Committee, and the City of Klamath Falls, relative to truck traffic on 2nd Street in Klamath Falls.

I am not certain what routing you refer to in your letter, but I presume you mean the truck traffic that turns off Main Street at the 2nd Street intersection and moves southeasterly on 2nd Street to Klamath, and thence northeasterly on Klamath. Neither 2nd Street nor Klamath Avenue are on the state highway system; hence the State Highway Commission has no authority in the regulation of traffic using either of the two streets.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

(State of Oregon
To The (State Highway Committee
(City of Klamath Falls Oregon

Dear sirs,

1 have made Protests and Complaints to City Council about the Noises made by these Large Freight Trucks,but to no avail has the City done anything about this lmportant matter as making a Highway out of the Street in front of my Home for these Heavy Trucks,that is Second Street.

So 1 am asking the City and State to Reroute these Trucks,and all Trucks in front of my Home as there is only 10 feet to street curbing and we sleep or are Bed rooms are all in front of building and 12 feet is you may say to close for these Heavy Trucks to run.

They are a Continuous Annoyance with there Loud Noises and Heavy Jar and Rumble,they cause Great Mental and Phisical Strain on my self and Family as well as my Tenants and Neighbors,with there Continuous Disturbance they keep every one awake all Night as well as those who try to sleep days and work nights.

And these Trucks are doing considerable Damage to my Building causing Large cracks and building to Settle,last winter my place was half empty and now that 1 have started to try the Tourist business there is a Complaint with every Tourist about the Truck Noises.and 1 would hate to Repeat what one Tourist called the Mayor and Chief of Police of Klamath Falls.

People pay to Sleep not tobe keep awake all night,and the Citys Disturbance of Peace Law is very much abused and if 1 am to Coninue to pay Large Taxes and lnsurance and expenses 1 certainly will have to have some Revenue to pay for it.And when ever a Member of the State comes to Klamath Falls he is Welcome to a Motel Unit Free to see if he can Sleep and to see what goes on here with theses Large Freight Trucks and 1 wont have to say say any more as he will find out what i am talking about.

At present time there is a Proposed Highway Route outlined as the West Side bypass of downtown Klamath Falls along California avenue on US.97 but when this will be completed no ones knows ,this does not take care of the Trucks now.

1 am sure First avenue could be opened up for a small amount as it is half filled in now and it should not take to much work to grade and pave it, this would Discontinue the use of Second St. in front of my Home and Motels. until such a time as they complete the new bypass.

And as a property owner and Tax payer 1 am intitled to some consideration and below are a few names of the Tenants who Livehere we certainly wish something can be done on this soon,and as owners and operaters of the Wonder Apts.Motel.

Yours truly
Mr & Mrs. N. F. Lentes

Mr.&.Mrs.Mary Lyman--117 S,2nd st.Mr.&.Mrs.Buntions-119 S.2nd st.
Mrs.Clark and sons George & Gary-123 S.2nd st.Miss Kennett & Miss Dunn of
125 S.2nd st. Mr.&.Mrs.John Metzler-127 S.2nd.st.Mr&Mrs.James Ohara
203 Klamath.ave.Mr& Mrs.Fitzpatrik-205 Klamath ave.Mr.&.Mrs.Delbert Lyman
207 Klamath ave.Mand Rev.C.T.Timms 217 Klamath ave- Mr.&.Mrs.Vanfleet
208 Main ave.Corner 2nd & Main. Mr.&.Mrs.N.F.Lentes 121 S.2nd st.
Klamath Falls Oregon.

RECEIVED
JUN - 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN
FOR FILING

Maint
Traffic
Routing

KFalls

June 2, 1949

Mr. Robert A. Thompson, Mayor
Klamath Falls, Oregon

Dear Sir:

I have your letter of May 31, having reference to transfer of truck traffic to the new North Entrance Highway at the earliest possible date.

We are now planning to sign the new route as a route of US97 in the very near future. This, we believe, will result in practically all downtown and through truck traffic utilizing the new route. However, should such signing be insufficient, we would be very glad to give further study to placing of additional signs to route all truck traffic possible over the new route. It must be realized, however, that a certain amount of truck traffic would be destined for points in the northerly part of Klamath Falls and will, of course, use the old route. This amount of traffic, however, should be small in quantity and should not result in hazard or congestion.

We shall be glad to discuss with you at all times any provisions possible to aid in eliminating congestion of traffic, either truck or otherwise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. F. B. Crandall

RECEIVED
JUN 2 1949
FOR FILING

~~Maint~~
~~Traffic~~
Kelting
Kfalls

File

June 1, 1949

Mr. Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

Dear Sir:

In response to your request of May 25, I am attaching hereto a print showing the proposed West Side by-pass route across Link River in Klamath Falls.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith
Enclosure

L. M. ACKERMAN
Police Judge

E. A. THOMAS
City Engineer

ROBERT A. THOMPSON
Mayor

HENRY E. PERKINS
City Attorney

HENRY H. AKIN
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
H. W. WAITS, Sr.
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
RICHARD L. HESSIG
Electrical Inspector
W. B. WHITCOMB
Air Port Manager
WALTER SALSBERY
Building Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN
MATT FINNIGAN
First Ward
G. C. TATMAN
Second Ward
ALFRED F. CONDREY
Third Ward
DARRELL MILLER
Fourth Ward
WENDELL A. SMITH
Fifth Ward

May 31st, 1949.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

At the meeting of Common Council, May 23rd, a request was made in behalf of the residents of Oregon Avenue and Biehn Street, that the truck traffic be transferred to the new North Entrance Highway, at the earliest possible date.

The consensus of opinion being that inasmuch as the highway was built to alleviate the heavy traffic in this area, all concerned would appreciate your usual prompt consideration of this transfer.

Yours very truly,

Robert A. Thompson

Robert A. Thompson
Mayor

RT/sw

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JUN - 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

(ADDRESS ALL DEPARTMENTS CARE OF CITY HALL)

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3100 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

May 25, 1949

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The Klamath Falls Park Board is starting to improve the Veterans Memorial Park which extends from the Link River Bridge along Main Street to Center Street. If possible I should like to receive prints showing the revised location of the proposed West Side by-pass through this property so that we may avoid putting any permanent buildings in the way of this right of way.

Thanking you for many past favors, I am,

Respectfully yours,

Alfred D. Collier
Member, Klamath Falls City Park Board

ADC/dl

RECEIVED
MAY 26
OREGON
STATE HIGHWAY COMMISSION

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MAR 1
FOR FILING

U-2-5 (1)

2301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 16, 1949

Cross Referenced To:
Maint
Traffic
Hazard

Cross Referenced To:
Maint
Traffic
[illegible]

SUBJECT: Highway Routing
Klamath Falls

To: W. O. Widdows

L

I have had some discussion with Mr. Williams with regard to revised highway routing in Klamath Falls in the light of our newly constructed section along the railroad to a connection with Esplanade. To make a long story short and particularly as regards signing, it was the decision to sign in accord with attached plan.

With regard to Klamath Lake Highway, notwithstanding the fact that this has been indicated as the route of ORE236 on some of our maps, the "books" show that such route designation was discontinued in January of 1942. It is also my understanding in the course of discussion had with Mr. Archibald that there are no such route numbers in the field. I see no particular reason for reinstating this route number in view of which "KLAMATH LAKE" designation will suffice.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

cc:S. H. Probert ✓
Al Head

HEP

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MAR 16 194
FOR FILING

U-205 (7)

~~Xrte~~ 2201

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 1, 1948
Salem, Oregon

REFERRED TO
By Asst. Chief Engineer

520 w
551 w
210 w

K- Falls

SUBJECT: Designation of Route US97
Klamath Falls

To:

Mr. W. C. Williams

Reference is made to your letter of September 28 to the Automobile Club of Southern California on the above subject. We quote therefrom the last paragraph.

> "It is expected that the new route along the railroad will be completed about July, 1949. We can give no assurance at this time, however, that it will be signed as U.S. Route 97. It would seem logical to make the change when it is opened to traffic, but it will require formal action by the State Highway Commission before any change is made."

We have made a study of the possible re-routing of US97 and make the following recommendations:

> That US97 upon entering the city of Klamath Falls via The Dalles-California Highway proceed southerly over The Dalles-California Highway to its intersection with the Klamath Falls-Malin Highway at the intersection of First and Beihn Avenue; thence over the Klamath Falls-Malin Highway (paralleling the S.P. RR tracks) to its intersection with Esplanade Street; thence over city streets, Esplanade Street and Main Street, to The Dalles-California Highway at 9th and Main Streets; thence over The Dalles-California, Main Street and South Riverside Street, to the southerly city limits of Klamath Falls.

If the foregoing route change is approved it is recommended that ORE236 which now designates the Klamath Lake Highway be extended from its present terminus with US97. Such proposed routing within the City of Klamath Falls would read as follows:

— This State Route discontinued July, 1945 LEP

> Route ORE236 to proceed easterly over the Klamath Lake Highway from the west city limits of Klamath Falls via Nevada Avenue, Oregon Avenue and White Avenue to Upham Street; thence over Upham Street, The Dalles-California Highway, from White Avenue (Oregon Avenue) to Prospect Street; thence over Prospect Street, The Dalles-California Highway, from Upham Street to 9th Street; and thence over 9th Street, The Dalles-California Highway, from Prospect Street to Main Street, its terminus.

NOTED
W. C. WILLIAMS

It is called to your attention that as near as this office can determine, that, that portion of Main Street from 9th to Esplanade and that portion of Esplanade Street from Main to Alameda are city streets, it may be necessary to obtain an agreement with the city ot make such route change. We do not believe it advisable to designate this as a part of our system in view of the ultimate plans for Klamath Falls.

We will have, in effect, that portion of The Dalles-California Highway, Beihn Street from First Avenue southerly to Oregon Avenue, unused (so to speak) for the routing of our highway traffic. We would not, at this time, recommend deleting it from the system, but rather feel that we should retain it so that there will be continuity in The Dalles-California Highway.

I am attaching hereto a map for orientation purposes. If you would care to discuss this further, I would be glad to do so.

F B Crandall

F. B. Crandall
Traffic Engineer

JAH:mmh

cc: J. Al. Head

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NOV 22 1948
FOR FILING

Maint
Traffic
Economic Survey

November 16, 1948

Maint
Traffic
[illegible]

Chamber of Commerce
Arthur Schaupp
State Highway Department
Tom Watters
Tom Edwards

NOTED
H. B. GLAISYER

NOTED
State Highway Engineer

Gentlemen:

The City Council has authorized me to write you and send a copy to each of the above mentioned persons as the City Council is desirous that the State Highway Commission expediate the construction of the proposed U.S. #97 Highway, known as the West-side by-pass through Klamath Falls, heretofore adopted by the State Highway Commission by their survey.

The Council is desirous of having this by-pass completed and they are asking for the cooperation of the Roads Committee of the Chamber of Commerce on this project.

The City has made this request to the State Highway Department by letter dated October 14, 1948.

Very truly yours,

Ed. Ostendorf
Ed Ostendorf
Mayor

EO:sr

REFERRED TO R. H. Baldock
BY SECRETARY

I wrote Mayor Ostendorf on Nov 22
as per instructions of the Commission —
This line was established years
ago only to preserve it for future use
but not with the idea of constructing in the near future.
RHB

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NOV 17 1948
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

Agenda Item 4-o
November 3, 4, and 5, 1948

Maint
Traffic
Economic Survey

November 12, 1948

Hon. Ed Ostendorf, Mayor
City of Klamath Falls
Klamath Falls, Oregon

Maint
Traffic
Hazard

Dear Sir:

I brought to the attention of the State Highway Commission at its last meeting your letter of October 14, 1948, in which you advise that it is the desire of yourself and the City Council that the Highway Commission expedite construction of the proposed US97 By-pass through Klamath Falls along the route heretofore adopted by the State Highway Commission.

The Commission could not see its way clear to make a commitment for the construction of this project in the near future. It appreciates the fact that the location is the proper one for this by-pass and it was for that reason that it ordered negotiations for right of way so as toprotect the route for future construction when funds are available to finance it.

The Commission instructed me to point out to you this feature so as to clarify any misunderstanding which you mgith have that the Commission intends to place the project in the construction program for early undertaking.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo 11-15

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OCT 15 1948
FOR FILING

Cross Referenced To:
Maint
Traffic
Economic Survey

Cross Referenced To:
Maint
Traffic
[illegible]

October 15, 1948

Mr. Alfred D. Collier
P.O. Box 271
Klamath Falls, Oregon

Dear Sir:

I have before me, your letter addressed to the attention of Mr. E. H. Booth having reference to connecting the new North entrance at Spring and Esplande streets by an extension of Broad street.

Your suggestion as indicated by the map you submitted fits in fairly well with plans proposed for this connection. As you know, several streets including Oak and Plum have been considered, but owing to the fact that there has been no meeting of minds among the Highway Department, the City Planning Commission, the Klamath Falls Chamber of Commerce, as well as individual residents, no definite plan has been selected. This matter complicated by providing a connection to the proposed West by-pass of Klamath Falls on US97 which as you know, has many adherents.

We have been informed that the City of Klamath Falls and Klamath County have engaged a California firm of consulting engineers to make a study and report on the traffic plan for both city and county. We would suggest that further studies of Esplande to Broad street connection be deferred pending completion of the consulting engineers' report and perhaps at that time, all the agencies involved can come up with some future plan that will best serve all concerned.

Thank you for your interest in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

WCW/gd

cc: H. G. Smith

October 15, 1948

Mr. Ed Ostendorf, Mayor
City of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Ostendorf:

In your letter of October 14, 1948, you state the desire of the City Council of Klamath Falls that the State Highway Commission complete The Dalles-California Highway through the City of Klamath Falls as soon as possible.

I shall be glad to see that your letter is brought to the attention of the members of the State Highway Commission. When action has been taken on your request you will be notified further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ae

cc - Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

HOWARD C. STRODE
Police Judge

E. A. THOMAS
City Engineer

ED. OSTENDORF
Mayor

HENRY E. PERKINS
City Attorney

HENRY AKIN
City Clerk

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
O. D. MATTHEWS
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
R. L. HESSIG
Electrical Inspector
W. B. WHITCOMB
Airport Manager
WALTER SALSBERY
Building Inspector

COUNCILMEN
ANGUS NEWTON
First Ward
W. D. MILLER
Second Ward
ALFRED F. CONDREY
Third Ward
PAUL O. LANDRY
Fourth Ward
WENDELL A. SMITH
Fifth Ward

City of Klamath Falls
KLAMATH FALLS, OREGON

AGENDA
NOV 3 1948

4-0

October 14, 1948

Oregon State Highway Department
Salem, Oregon

Gentlemen:

It is the desire of the City Council and the Mayor of Klamath Falls, Oregon that you will be able in some way to complete Highway #97 through Klamath Falls as per your last survey and map showing this project.

We are in hopes that you can move this project Highway #97 ahead of other projects contemplated on #97 so that you will have a through highway at Klamath Falls.

At the last Council meeting on Monday evening, October 11, 1948 I was advised to write you this letter by the City Council and I hope that in some way project #97 as contemplated by you can be completed soon.

Yours very truly,

Ed. Ostendorf.

Ed Ostendorf
Mayor

EO:sr

COPIES TO COMMISSIONERS
[illegible]
Williams

RECEIVED
OCT 15 1948
OREGON
STATE HIGHWAY COMMISSION

map-

S+C

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

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OFFICE OF
CONSTRUCTION ENGINEER

October 12, 1948

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attn: Mr. E. M. Booth, Locating Engineer

Gentlemen:

The City Council of Klamath Falls has directed the Mayor to contact the property owners affected by the extension of Broad Street to connect with the end of your new North Entrance to Klamath Falls at Spring and Esplanade. They have directed the Mayor to contact the property owners to find out if they will donate the property effected.

I am enclosing herewith a map showing two schemes, one using a 60 foot right of way and the other an 80 foot right of way. I do not know how this compares with what you would consider acceptable in this matter. There is a possibility that part of this right of way will be donated but the major part will not be donated and as the City has no money appropriated for this purpose, I am not too hopeful of the outcome.

Will you therefore please look this over and see whether it conforms in any respects to your idea of bringing Broad Street on up to provide a route through the city on Broad and Plum or Oak across Lake Ewauna to Highway 97 again.

Awaiting your reply, I am,

Respectfully yours,

Alfred D. Collier

Alfred D. Collier.

ADC/dl
encl. 1
cc: E. A. Thomas, City Engineer, Klamath Falls, Oregon.

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SEP 28 1948
FOR FILING

September 28, 1948

Automobile Club of Southern California
Figueroa Street at Adams
Los Angeles, California

Attention: Mr. Arthur C. Davis

Gentlemen:

Referring to your request of September 1, we are enclosing a small map of the City of Klamath Falls on which has been indicated the location of the First Avenue-Esplanade Street project now under construction.

The distance on the new line from its junction with U.S. 97 north of Klamath Falls to Esplanade Street is 1.58 miles. The distance from the new construction on Esplanade Street to the junction with Main Street is approximately 0.21 mile, and from that point to the junction with U.S. 97 at 9th and Main is approximately 0.18 mile. The latter two distances were obtained by scaling from a city map as we have no field measurements along this connection.

It is expected that the new route along the railroad will be completed about July, 1949. We can give no assurance at this time, however, that it will be signed as U. S. Route 97. It would seem logical to make the change when it is opened to traffic, but it will require formal action by the State Highway Commission before any change is made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

LEP/gs

Encl.

cc to F. B. Crandall

OFFICERS
HARRY J. BAUER, PRESIDENT
NEIL PETREE, 1ST VICE PRESIDENT
H. W. KELLER, 2ND VICE PRESIDENT
STANDISH L. MITCHELL, SECRETARY & GEN'L. MANAGER
RALPH REYNOLDS, ASST. SECRETARY
C. E. McSTAY, FIELD SECRETARY

J. ALLEN DAVIS, GENERAL COUNSEL
CLIFFORD P. GRUA, ASST. GENERAL COUNSEL
E. E. EAST, CHIEF ENGINEER
HARVEY A. ALLEN, MGR. FINANCE DEPT
PHIL TOWNSEND HANNA, PUBLIC RELATIONS COUNSEL
JOHN J. SHEA, AUDITOR

PHONE RICHMOND 3111

DIRECTORS
HARRY J. BAUER
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G. M. WALLACE
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EDWARD R. VALENTINE
ASA V. CALL
CLAIBORN A. SAINT

ADVISORY BOARD
RANDALL HENDERSON, IMPERIAL CO.
ROY BOOTHE, INYO-MONO COUNTIES
JOHN J. WILT, KERN CO.
ALLEN P. NICHOLS, LOS ANGELES CO. (EASTERN)
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MILTON M. TEAGUE, VENTURA CO.

CABLE ADDRESS "AUTOSOCAL"

Automobile Club of Southern California

AFFILIATED WITH AMERICAN AUTOMOBILE ASSOCIATION
GENERAL HEADQUARTERS — FIGUEROA STREET AT ADAMS — LOS ANGELES

MAIL ADDRESS
TERMINAL ANNEX BOX 2890
LOS ANGELES

September 1, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On Sunday, August 1st, when entering Klamath Falls from the north, I noted construction of a relocation of US 97 from the railroad overhead crossing at Pelican City junction, north of town, down along the railroad tracks to Esplanade, thence to the right over that street onto Main and into the center of Klamath Falls. I was unable to get over this grade as construction had not progressed far enough to use it, nor was I able to obtain a map in Klamath Falls (being Sunday) upon which I could even approximate this new road in order to change our own maps of that area.

If perchance you have a work sheet which will give this information, would you kindly confer upon us the favor of sending a copy to the writer at your early convenience, as we are revising our map from Klamath Falls northward in order to show the new location of US 97 from Williamson River to within 3 miles of Diamond Lake Junction. This piece of road I was able to cover the day before it was officially opened.

When sending the work sheet of Klamath Falls construction it will be helpful if you can give me the following mileages:

6-30-48

From the corner of 9th and Main to the corner of Main and Esplanade; from Main and Esplanade east on Esplanade to the intersection of the new location at the east edge of the canal;

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SEP 7 1948
OREGON
STATE HIGHWAY COMMISSION

from the corner of Esplanade and the new grade north on the same to the intersection of old US 97 at the railroad crossing.

Thanking you very much for your never failing courtesy and co-operation and hoping to hear from you at your earliest convenience, we are

Sincerely yours,

AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA.

BY

ARTHUR C. DAVIS
ASSISTANT MANAGER
Touring, Map & License Depts.

ACD:eg

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NOV - 1 1948
FOR FILING

3a

Salem, Oregon
August 20, 1948

Mr. H. G. Smith

At the last meeting of the Highway Commission, it approved in general the by-pass route of US97 in Klamath Falls and then granted authority to complete the location survey. It also requested that Klamath County and the City of Klamath Falls be furnished a map indicating the City- and County-owned property which should be retained by public ownership until the location survey is completed and right of way needs definitely determined.

Will you please furnish me with three copies of the map showing the City and County property and submit an "Authority for Survey" request.

W. C. Williams

WCW/ds

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AUG 5 - 1948
FOR FILING

Cross Referenced To:
Maint
Traffic
Economic Survey

[illegible]

August 5, 1948

Cross Referenced To:
Maint
Traffic
Hazards

Klamath Falls

Oregon State Highway Commission

Gentlemen:

At the last meeting of the Highway Commission you authorized a further study of a US97 by-pass route west of Klamath Falls to determine if the line tentatively selected could be revised to avoid the taking of a large auto court which is under construction near the Link River Bridge.

We have assigned a locating engineer to this project and he has made a complete study and determined that satisfactory alignment can be obtained by moving the proposed center line slightly to the west and thus avoid the taking of any of the motor court property.

Owing to the rapid development that is taking place in Klamath Falls, it would seem advisable to complete the detailed survey for this by-pass route as soon as possible so that the necessary rights of way descriptions can be prepared and turned over to Mr. Devers for acquisition.

At the present time a large amount of the property along this route is owned by either the City of Klamath Falls or Klamath County. I suggest that they be furnished maps of the priliminary line and be requested not to dispose of any of the public-owned properties until the necessary rights of way for the highway improvement have been obtained.

I will have, at the next meeting, maps for your inspection indicating the proposed route and also indicating the properties which are now owned by the City and County.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
cc - W. C. Williams

AGENDA
AUG 9 1948
3a

Report on proposed bypass route for U.S. 97 in Klamath Falls.

E.R.

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 12, 1948
Salem, Oregon

SUBJECT: Traffic Hazards - S. 6th Street
Klamath Falls Mr. Wiard
Assign. WCW 590

To:

Mr. W. C. Williams

I have your assignment and most recent letter from Mr. Wiard citing recent accident which occurred on S. 6th Street. You will recall that previously the Highway Commission denied request for signals along this section. Your assignment asks whether I have any further comment. I have nothing to say other than many people have the erroneous idea that the traffic signal is the solution to all evils, both as regards moving traffic and accident prevention; however, such is not the case. The fact that an accident occurred subsequent to our negative recommendation on signals is more or less coincidence.

I have not had a chance to go over the accident report in connection with the accident cited for reason that such report has not been received in our office as yet.

F. B. Crandall
Traffic Engineer

FBC:aj

RECEIVED
JUL 7 1948
FOR FILING

July 6, 1948

521 W.

Mr. E. M. Igl, Chairman
City Planning Commission
Klamath Falls, Oregon

Dear Sir:

In reply to your letter of May 12, having reference to better traffic routing between the end of the Esplanade Section now under construction and the Link River Bridge, advise that this department made a careful examination of this problem and recommended a one-way street plan, which we believe would have been quite effective and nominal in cost. As you know, this matter has been subject to several discussions by representatives of the Highway Department, the City Planning Commission and Chamber of Commerce of Klamath Falls, as well as individual residents, but there has not been a meeting of minds.

If the City Planning Commission has any other plan which will care for this situation, be nominal in cost, and meet public approval, we will be very glad to be advised of such and we will give it serious study and consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
cc W. C. Williams

RECEIVED
JUN 14 1948
FOR FILING

June 11, 1948

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Mr. Thomas:

In your letter of May 12, you asked whether the Highway Commission has a tentative plan for one-way traffic on South Sixth Street from Main to Commercial and on South Seventh Street from Main to Commercial and that you would like this information in order to draw up a proposed plan to round the corners at South Sixth and Commercial and South Seventh and Commercial.

We do not have any definite plan for such one-way street routing and such routing has never been approved by the Highway Commission. However, it is my opinion that at some future date it will be necessary to widen the overpass and to carry northwest-bound traffic on South Seventh Street and southeast-bound traffic on South Sixth Street between Main and Commercial because of the expense of widening South Sixth Street. This matter, you know, has been discussed at considerable length by the authorities of Klamath Falls and the Highway Commission, but they have not agreed to any definite plan. We cannot at this time furnish you any definite one-way street plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
cc - W. C. Williams

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FOR FILING

Misc.

Traffic [illegible]

Traffic [illegible]

June 11, 1948

Oregon State Highway Commission

Gentlemen:

You have been furnished a copy of a letter addressed to you under date of April 16, by Ralph W. Waggoner, Chairman of the Traffic Safety Committee of the City of Klamath Falls. In this letter Mr. Waggoner called your attention to the necessity of considering traffic control, particularly at Portland Avenue, Esplanade and Alameda Streets, and the crossings of the new highway entering Klamath Falls from the north via Esplanade Street.

In the project now under construction there is a considerable amount of island design and channelization which we believe will eliminate any acute traffic problems. It is probable that some signalization control may eventually have to be installed, but we believe that any such eventual signal installation should be deferred until the new facility is completed and we have had an opportunity to observe its operation. I recommend that Mr. Waggoner be so advised.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
cc - W. C. Williams

Klamath Falls Ore June 11th 48

Dear Mr Baldock Sometime ago I wrote to you in regards to the South Sixth st in my city. the condition on wiard. Street has showed up as I did to the State highway commission about the most dangerous place in Klamath Falls. but I said there will be a bad accident and probaly several killed at this point just a miracle this time. 3 cars wensday afternoon was smashed up. and 7 in the 3. cars but it hapened no one got Hurt, but all 3 cars was badly damaged & had to be towed away, I realize there are a Plate of [illegible] need something done but this crossing needs your attention Mr Baldock

I thank you

Harry L wiard. 2705.
WIARD. STREET

RECEIVED
JUN 14 1948
FOR FILING

June 10, 1948

Mr. Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

Dear Sir:

Reference is made to your recent letter regarding the routing of traffic from the Klamath Falls-Lakeview Highway via South Sixth Street to Washburn Way, and then north along Washburn Way crossing the canal and connecting with the proposed Klamath Falls-Malin Highway. While your suggestion may have considerable merit, on the other hand the distance from a point just east of the canal crossing (on South Sixth) to the connection to the Klamath Falls-Malin Highway via Sixth Street and Washburn Way would be longer. Also, it has been felt that as Sixth Street is now quite congested at peak-traffic hours, it would be an advantage to divert as much through traffic as possible via the Klamath Falls-Malin Highway.

With regard to the new Baseball Park, it is now planned to stay on the easterly side of the canal, making the connection with the existing highway just east of the recently widened canal bridge.

Another advantage to the line along the east bank of the canal is that there would be but one cross street and very few exits or entrances, all of which reduces traffic hazards.

The first time I am in Klamath Falls, I shall be glad to discuss this matter further with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: E. M. Booth

FORM E-30 25M 5-46 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 8, 1948
Salem, Oregon

SUBJECT: Curb Cut Backs--Klamath Falls
Assignment W. C. W. 520

To:

W. C. Williams

NOTED
W. C. WILLIAMS

I have your assignment and attached letter from E. A. Thomas under date of May 12, wherein he has given thought to curb return cut backs at South 6th and Commercial and also South 7th and Commercial in Klamath Falls. In connection with the possible work he requests picture of our plans in connection with possible one-way street set up using 6th and 7th.

As regards plans for any one-way street routing on 6th and 7th, I have checked with Mr. Booth and we have no detailed plan in this regard. The possibility has been discussed and some "cat tracks" drawn; however, such work as has been done has been of purely schematic nature with no details developed. I might state further that there is not much point in spending very many man hours in working up details of these projections, when we seemingly are so far removed from a meeting of minds with the Klamath Falls people, on what is going to be done in their town in the way of improvement programing.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:mm

FORM 2-30 25M 8-48 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1948

SUBJECT: Traffic Routing Klamath Falls
Assignment WCW521

To:

Mr. W. C. Williams

I have before me assignment having to do with a letter from Mr. E. M. Igl to Mr. Baldock under date of May 12, last, with regard to future plans of department in the matter of highway routing and handling of traffic in general in Klamath Falls.

Mr. Igl cites the fact that representative of this office contacted him and discussed the matter sometime ago. Mr. Head was representative in this particular regard and did on December 18, 1946 discuss with Mr. Igl the Klamath Falls situation and subsequently submitted a detailed report to Mr. Baldock. In this regard I refer you to your file and Mr. Head's inter-office communication to Mr. Bladock and enclosed detailed report setting forth the results of conference had with Mr. Igl. I have had further discussion with Mr. Head in regard to "what happened" in consequence of detailed report submitted and he indicates that subsequent to submission of the written report he discussed the matter further and directly with Mr. Baldock at which time Mr. Baldock started to dictate a reply to Mr. Igl based on detailed report submitted. As far as can be determined the matter was never consumated insofar as getting response to Mr. Igl.

Reviewing briefly report submitted December 30, 1946, it was indicated that for intelligent decision and planning more extensive analysis would have to be made. In this direction two possibilities were indicated;

(1) A "quickie" study utilizing limited origin-destination data as obtained in 1941, and,

(2) To make new origin-destination study a bit more comprehensive than the one conducted in 1941 the cost of which was estimated at $6,000.00.

One of the salient questions posed in Mr. Igl's letter is with regard to the situation which will result when heavy volume of traffic is turned into Esplanade and directly into the Klamath Falls business section. I am still of the belief that the solution to this problem—and it will be a problem—lies in the one-way street plan in the downtown area. As regards the objection of heavy commercial traffic in the downtown area even on a one-way street plan, it might be possible to work out a modification of the Oak Avenue route as proposed by Mr. Igl (pencil line route on attached sketch). I think the Oak Avenue route as proposed and for the accommodation of trucks should be shortened such that its terminal connections are made within the confines of the one-way street section probably at 11th Street on the north and 2nd Street on the south. With the Oak Street truck bypass having its connections within the limits of the one-way street section, traffic movements would be greatly simplified and, of course, it will be considerably cheaper as against the more extended Oak Avenue routing shown on the attached sketch.

Keeping a sense of proportion as regards to size of Klamath Falls, split as between bypass traffic and that destined to city, and the over all program throughout the state, it would appear to me that we are somewhat "over programed" in considering all proposed improvements as shown on the attached sketch, inclusive of suggested east and west bypass in Mr. Igl's extended Oak Avenue improvement—this situation is at least true if we are thinking in terms of what may be done within a 10 year program. Although we do not have optimum origin-destination data, judging from studies made in other cities of comparable size it is probable that of the total traffic entering the greater Klamath Falls area 65% is destined for the central core. With regards to the downtown area grating we can build the projected bypass and get, say, 35% of the total traffic (bypass) taken care of, with increasing traffic and future development of Klamath Falls one of the critical problems will still be traffic in the downtown central core and again I say this is basically a matter of capacity which can be remedied by a one-way street set up as I have proposed and which is practical from the standpoint of limited funds available. It seems to me that Klamath Falls people are shying away from the basic problem, namely, congestion in the downtown business section in continuing their objection to proposed one-way street plan and in lieu thereof continuing to suggest expensive projects such as the extended Oak Avenue route across Lake Ewauna.

It is true that Klamath Falls has a street grid and physical features peculiar to itself. However, taking a cue from some of the origin-destination surveys and the recommendations made in cities of comparable size over the nation the basic pattern is the north-south and east-west highway routing superimposed upon the over all street grid with the intersection of the highway routes in the core of the city.

I see I am getting a bit "wound up"--will be glad to discuss this at greater length if you so desire.

FB Crandall

F. B. Crandall
Traffic Engineer

FBC:ch
Enc.

cc: ~~Mr. R. H. Baldock~~

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY
PHONE 3160 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

June 5, 1948

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon:

Dear Sam:

The thought has occurred to me that since the Klamath Baseball people have built their brand new park immediately across your proposed right of way it might be a good idea to investigate the possibilities of going on Sixth Street up to Washburn Way and then turning North on Washburn Way and crossing the canal at the North end of Washburn Way. If this is to be done, then we should secure the necessary right of way on Washburn Way before there are any permanent buildings built there. At the present time it would be possible to get an adequate right of way at very little expense. The holdings of Mr. Eberlein have been bought by a syndicate here and as yet they have not made any commitments.

Will you please investigate this and notify me whether you would be interested in this or not. It might be possible to get the right of way given to us with the exception of a few small parcels if we act quick enough.

Thanking you for your decision on this matter, I am,

Respectfully yours,

Alfred D. Collier.

ADC/dl

RECEIVED
JUN 8 1948
OREGON
STATE HIGHWAY COMMISSION

H. T. FRANEY
Police Judge

E. A. THOMAS
City Engineer

ED. OSTENDORF
Mayor

HENRY E. PERKINS
City Attorney

KEITH K. AMBROSE
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
O. D. MATTHEWS
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
JACK MOORE
Electrical Inspector
W. B. WHITCOMB
Airport Manager
WALTER SALSBERY
Building Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN
ANGUS NEWTON
First Ward
W. D. MILLER
Second Ward
ALFRED F. CONDREY
Third Ward
PAUL O. LANDRY
Fourth Ward
WENDELL A. SMITH
Fifth Ward

copy

May 12, 1948.

Mr. R.H.Baldock
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock;

The city council has directed me to draw up a proposed plan to cut the corners at So.6th and Commercial and at So.7th and Commercial in the city of Klamath Falls, Oregon.

Mr. A.D.Collier informed me that you had a tentative plan for one-way traffic on So.6th from Main to Commercial and one-way traffic on So.7th from Main to Commercial. This plans shows how much the corners are to rounded off or cut back.

I would like to conform to your plan as much as possible and would appreciate a copy of your proposes plan.

Very truly yours,

E. A. Thomas
City Engineer.

RECEIVED
MAY 13 1948
OREGON
STATE HIGHWAY COMMISSION

NOTED
WIDDOWS

H. T. FRANEY
Police Judge

E. A. THOMAS
City Engineer

ED. OSTENDORF
Mayor

HENRY E. PERKINS
City Attorney

KEITH K. AMBROSE
Fire Chief

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS

ORVILLE H. HAMILTON
Chief of Police

O. D. MATTHEWS
Plumbing Inspector

DR. J. C. HUNT
Dairy and Meat Inspector

JACK MOORE
Electrical Inspector

E. E. HAMBRICK
Recreation Director

WALTER SALSBERY
Building Inspector

City of Klamath Falls

KLAMATH FALLS, OREGON

COUNCILMEN

ANGUS NEWTON
First Ward

CHAS. P. VAN DOREN
Second Ward

HARVEY C. MARTIN
Third Ward

PAUL O. LANDRY
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

May 12th 1948.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Mr. Baldock: With the North Entrance project pretty well under way and duly appreciated, our planning commission is beginning to wonder what will happen to the traffic through town once it is turned into Esplanade.

We believe that there is sommon agreement through-out the community on the West Side or Califonia Avenue cut-off. However we realize that this is a considerable undertaking and may take several years to develop.

In the mean time we would like to have you take up discussions which we opened in the Fall of 1946. The lastletter we had from you was on December 10th 1946, in which you stated that Mr. J. Al Head, Assistant Traffic Engineer would visit us and discuss a thru town route that we had in mind. This route would take us off of Esplanade on Spring Street but would head straight for Broad Street. It would then cut across to Oak Street and continue down Oak to Lake Ewauna and then back to the Link River Bridge.

Your man was here and looked it over but we did not hear from him further. We have discussed this route around town and do not find any of the objections raised on the other proposed routes. It would permit the using of one route for both trucks and passenger vehicles and would lend itself well for the developement of off-street parking lots for our retail district.

Before proceding with any program or publicity we would like to have your opinion on its feasibility or necessity.

Very truly yours,

E. M. Igl,
Chairman,
CITY PLANNING COMMISSION.

RECEIVED
MAY 13 1948
OREGON
STATE HIGHWAY COMMISSION

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 8, 1948

Mr. Harry L. Wiard
2705 Wiard Street
Klamath Falls, Oregon

Dear Mr. Wiard:

This acknowledges your letter of March 6th concerning the dangerous traffic conditions that exist along South Sixth Street in your city.

That matter has had the attention of the Highway Commission previously and I am happy to inform you that studies are now being made to determine what is necessary to provide the protection you desire.

I shall be pleased to bring your letter to the attention of the members of the State Highway Commission and I am also bringing it to the attention of the State Highway Engineer for his information in his investigation and study of the matter.

Respectfully yours,

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ma

cc Mr. R. H. Baldock ✓

Mr. W. C. Williams

copies sent to commission

~~Williams~~
Ask Crandall for report
Done
ncw

Klamath Falls Ore Mar 6th. 48

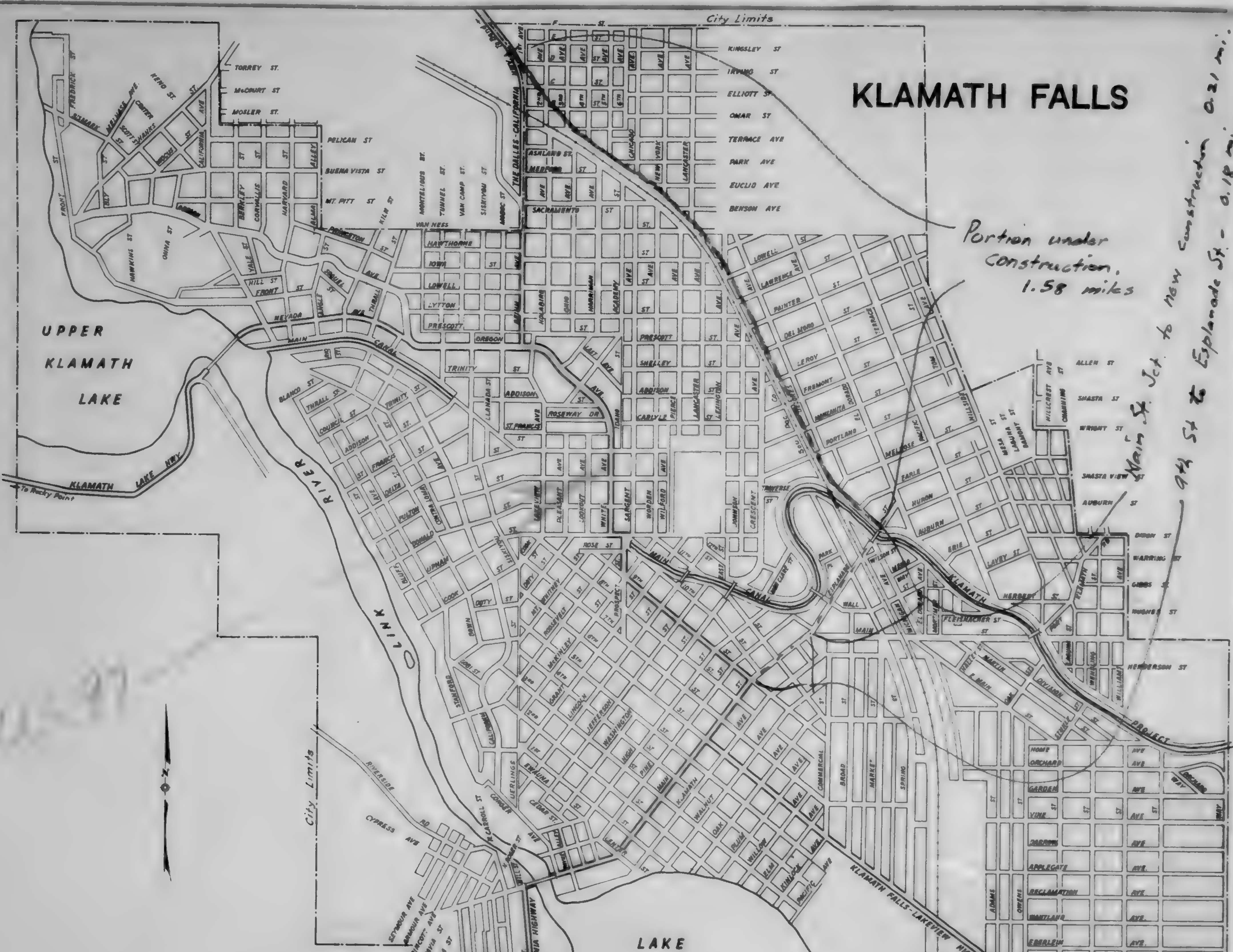
COPIES TO COMMISSIONERS

Ore State Highway Commissioner

Dear Mr. Glaisyer. As I was appointed by the Klamath County Court for the South Sixth St Suberban district on planning & zoning, I am writing you to see if we cant get better protection on our South 6th street. we need some Signal lights at our intersections and many people get out of their cars walk out in the street to see if there is any cars coming. Caused by trucks onloading, we have a park, church and choolbusses, several and cars going 70 miles an hour is something. you and I should cooperate and see if we cant figure out before several get killed at one time. Wiard St is the most dangerous st in Klamath Falls maybe you could help me in securing a door to door service on South Sixth and get those mail boxes off the street. they are sure a nusence I thank you very much.

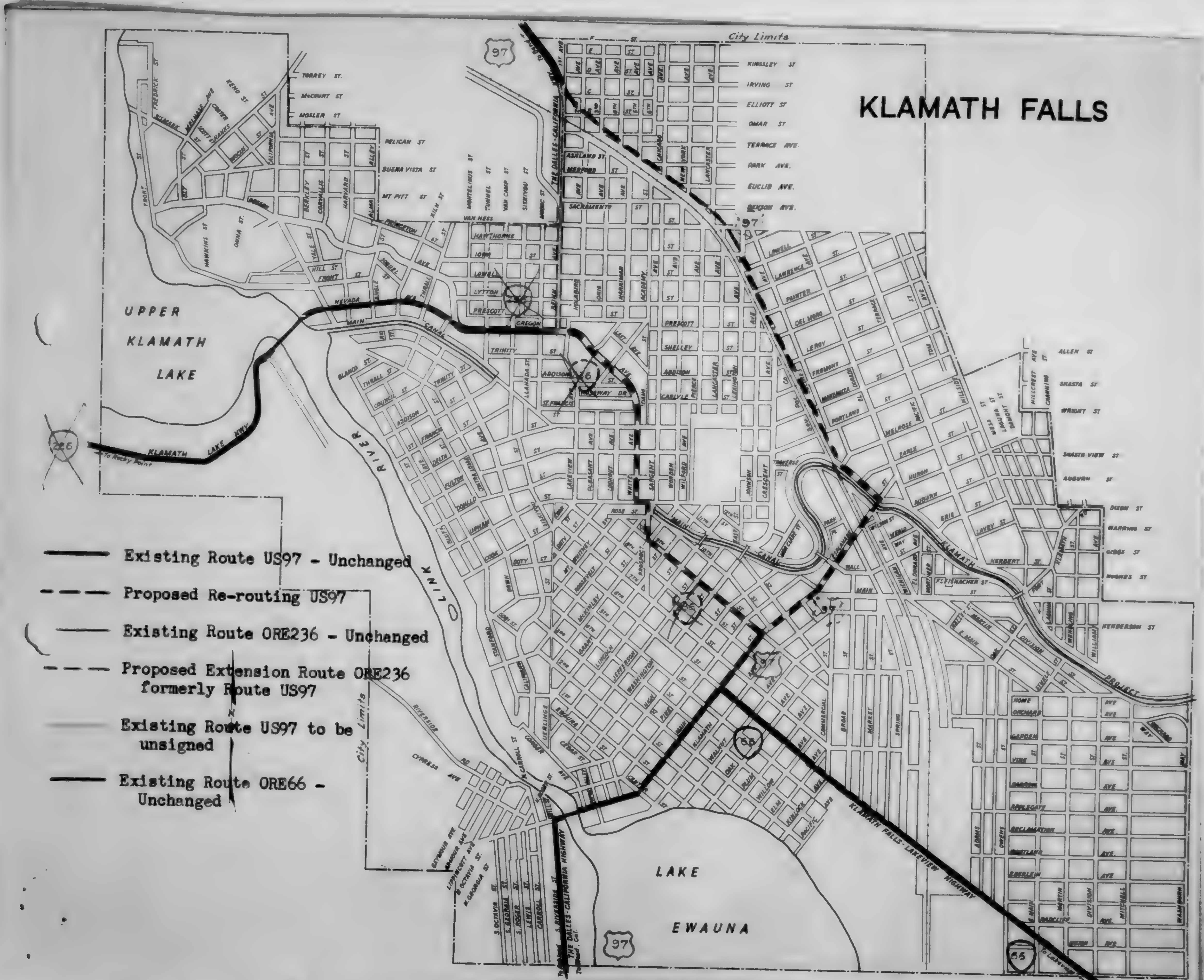
/S/ Harry L. Wiard
2705 Wiard Street K. F.

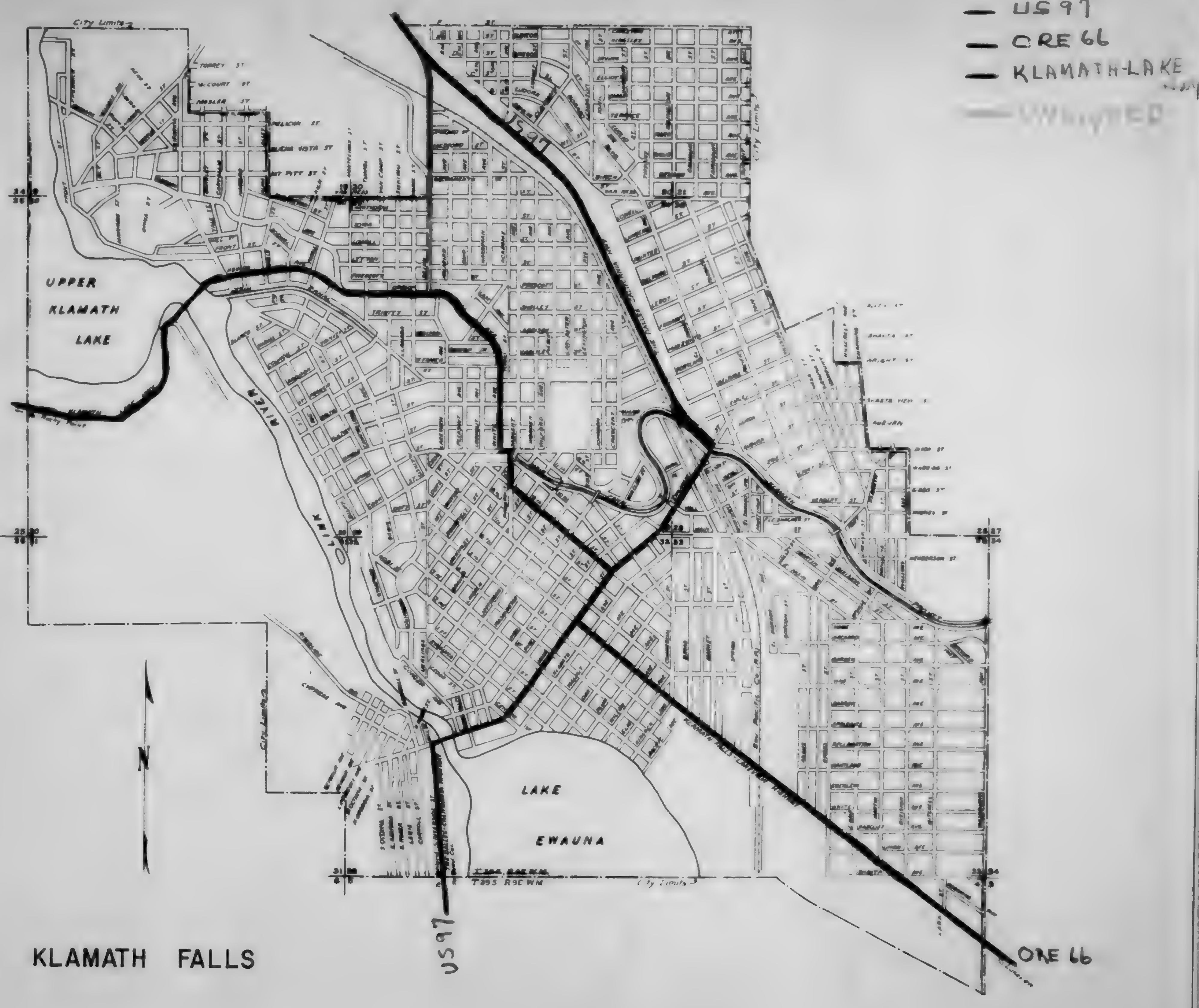
COPY



Portion under construction. 1.58 miles

Main St. Jct. to new construction 0.21 mi.
9th St to Esplanade St. - 0.18 mi.


KLAMATH FALLS
Existing Route US97 - Unchanged
Proposed Re-routing US97
Existing Route ORE236 - Unchanged
Proposed Extension Route ORE236 formerly Route US97
Existing Route US97 to be unsigned
Existing Route ORE66 - Unchanged
UPPER KLAMATH LAKE
LAKE EWAUNA
LINK RIVER
City Limits
97
66
236
THE DALLES-CALIFORNIA HWY
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH LAKE HWY
To Rocky Point
To Bend
To Lakeview
To Weed, Cal.
MAIN
CANAL
KLAMATH
PROJECT



KLAMATH FALLS

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D
6-29-48

Const
R/W
The Dalles-Calif Hwy

Salem, Oregon
June 30, 1948

Mr. H. G. Smith

The Highway Commission has requested that a survey for the westerly by-pass of Klamath Falls, US97, be made and submitted for approval so that rights of way may be obtained at this time. As there is very rapid building development in this area the Commission requested that this work be expedited and if at all possible, to have a survey for its consideration and approval at the August 9 and 10 meeting.

W. C. Williams

WCW/ds

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APR 19 1947
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Agenda Item 3-e
December 30 and 31, 1946

Salem, Oregon
January 20, 1947

Restudy of integrating highway traffic
in Klamath Falls

Mr. R. H. Baldock

This note is to remind you that the Highway Commission at its last meeting referred to Commissioner Schaupp and yourself a request from the City Planning Commission of Klamath Falls for a restudy of the possibilities of integrating state highway traffic leading into Klamath Falls from all directions.

You will recall that Mr. Schaupp declared himself in favor of the traffic-count survey but he was opposed to an origin and destination survey because of the costs involved. I attach a copy of the City Planning Commission's letter, also, a copy of your letter of December 10, with regard thereto.

Secretary

HBG:eo 1/21
Attach.

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FEB 14 1947
FOR FILING
FORM E-30 25M 3-46

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5201

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 20, 1946
Salem, Oregon

SUBJECT: Traffic Survey request
Klamath Falls

To:

Mr. R. H. Baldock

In furtherance to your letter of December 10 addressed to Mr. E. M. Igl, Chairman of the City Planning Commission for Klamath Falls, I wish to state that I contacted Mr. Igl and other people in Klamath Falls on Wednesday December 18 and discussed with them at considerable length their problems.

Attached is a report of my recommendations and conclusions.

You will note from the attached report that I discussed the matter with Mr. Schaupp which was at the insistence of Mr. Igl. Mr. Schaupp's view on the problem is that recommendations should be made on the basis of data at hand without going into any comprehensive study. I pointed out to him the value of origin and destination studies and the results to be obtained therefrom. After a brief discussion he stated "Don't let my thoughts influence your report."

J Al Head
J. Al Head
Assistant Traffic Engineer

JAH:aj

Attachment

no answer required
filed for later
reference

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

December 20, 1946

REPORT OF INVESTIGATION OF REQUEST FOR TRAFFIC SURVEY IN KLAMATH FALLS

Conclusion

Mr. E. M. Igl, Chairman of the City Planning Commission for the City of Klamath Falls requests, on behalf of the Planning Commission, that the Highway Department select a routing for US97 through the City of Klamath Falls. The Planning Commission desires a survey to determine this location so that they may proceed with their plans for the development of parks, civic centers and such other contingent details as may be necessary. The routing preferred would be one utilizing Oak Street connecting with our previously re-located highway at Esplanade on the north and Riverside Street on the south.

Recommendations

1. It is recommended that the origin-destination survey conducted in 1941 be used to determine the volume of traffic that will use several alternate arterial routtings for US97 through the City of Klamath Falls, augmenting such information with traffic counts and deductive reasoning. The cost of developing this information will be approximately $1500 and the results of such investigation would be available by late spring of 1947.

2. In lieu of recommendation No. 1, that a modified origin and destination study and parking survey be conducted during the late spring or early summer of 1947, such surveys will cost approximately $6,000 and the results will not be available for final study until late in 1947.

DISCUSSION

In the course of this investigation Mr. E. M. Igl, Chairman of the City Planning Commission, Mr. Ed Ostendorf, Mayor, Mr. Harold Franey, City Recorder, Mr. Frank Howard, County Surveyor, members of the Planning Commission, and Mr. Arthur Schaupp, State Highway Commissioner were contacted and their thoughts as regards the traffic problems in Klamath Falls were explained.

The present request is an outgrowth of their hesitancy to accept the department's recommendation for one-way streets. In lieu of accepting the department's recommendation they have suggested a proposed routing of US97 east of the business district (Oak Street) through the city. It is not necessarily their thought that such a routing should be constructed at the moment but they want us to give as positive an indication as possible of where this highway would be relocated.

Our past plans have indicated a routing utilizing California Street and the westerly side of Link River through the city of Klamath Falls; such routing by-passing the business district in its entirety. Of these two routings the City Planning Commission favors the Link River or Canyon route.

Over and above the routing of US97 the City Planning Commission would like to have the department give an indication as to what will ultimately be done toward replacing the south Sixth Street viaduct. They would, further, like to have the department make recommendations in general as regards through streets and the general handling of traffic.

In 1937 we conducted a comprehensive traffic count in the city of Klamath Falls which has subsequently become outmoded due to shifting in centers of population within Klamath Falls and adjacent thereto. In 1941 we conducted a modified origin-destination study for the determination of through routings in Klamath Falls. Information from both of these studies could be used to develop preliminary conclusions and results as to the number of vehicles which would desire to use certain routings, but such information falls short of giving a comprehensive answer and it would be necessary to augment this with deductive reasoning. It is felt that such could be done and give a reasonably satisfactory answer.

If a general understanding of the overall traffic problem is to be obtained it would be necessary to recount certain strategically located intersections and develop existing traffic volumes on the street grid in Klamath Falls, augmenting such traffic counts with an origin-destination survey which would allow a more exact determination of origins and destinations than is possible with the 1941 study.

The City Planning Commission is contemplating a development of certain areas for park and recreational projects and also development of a civic center. Before they can proceed fully with these plans it would be adviseable for the department to give the city an indication of our future plans. Due to this it would take considerable study on the part of the Traffic Engineering Division to correlate traffic counts, origin and destination data, population densities and trends in location of business, industry and residences, and the correlation of such items with future known developments within and near the city of Klamath Falls, such further developments being the location of the Veterans' Hospital, two 20-acre tracts for a Junion High and Grade School and the development of the recreational center sponsored by the local veterans organization.

In order to adequately correlate all of the essential factors involved in the selection of a highway route from a traffic standpoint, it would be necessary for the Traffic Engineering Division to conduct certain surveys and studies which can be done one of two methods; information at hand and in file augmented by observation of a new analysis and appraisal of the whole situation which would involve the making of another origin and destination survey. The former could be done with a minimum of expense and time and will afford a reasonably accurate answer. The latter will cost considerably more, will take approximately four times as long, but will give a more comprehensive and complete answer than will the former. If it is deemed adviseable to do the latter it will be necessary for money to be set aside for this work. It is felt that the former can be done within the limits of our limited budget.

Oregon State Highway Commission

Recently I received a letter from Mr. E. M. Igl, Chairman of the City Planning Commission of Klamath Falls, relating to a survey they wish to have the Department make in that city. Not being able to find out exactly what they had in mind, I sent Mr. Head, Assistant Traffic Engineer, to Klamath Falls on Wednesday, Dedember 18. He discussed their problem with them at considemable length.

Mr. Igle requested, on behalf of the Planning Commission, that the Highway Commission select a routing for US97 through the city of Klamath Falls, stating that the Planning Commission desire the survey in order to determine this location so that they may better proceed with their plans for parks, civic center, et cetera. They also wanted certain other traffic data to plan extensions and improvements in Klamath Falls which would require extensive traffic counts and some form of origin and destination survey.

Apparently, before any fact-finding survey has been made, they have chosen a route to the east of the city and through the Esplanade underpass, thence conndcting to Oak Street, crossing the upper portion of Lake Ewauna, roughly in relation to the sketch attached.

In the past the Engineering Department has made investigations pursuant to the instructions of the Highway Commission, which investigations indicated the feasibility of putting a by-pass route to the east and one to the west, connecting both by a cross-town route utilizing one-way streets. The by-pass to the west, giving connection to the west end of Main Street, would be the suggested routing of US97. It would be somewhat analogous to the location in Albany which has proved quite satisfactory to the people of that city. This seemed to be the most feasible and economical method of solving the traffic problem in Klamath Falls.

In the meantime, the City of Klamath Falls has grown greatly and the pattern of traffic has changed somewhat, and apparently the town is now stabilized in growth to a point wherein a real origin and destination survey would give the requisite facts to determine the desired route of the traffic moving into or through Klamath Falls from both north and south. This information, plus some reconnaissance surveys to determine the costs on the various routes proposed would give a very definite answer to the problem insofar as facts are concerned. The cost of making such a survey would be about $10,000.

In 1937 the Department conducted a comprehensive traffic count in the city of Klamath Falls at a cost of about $1,500 and, in 1941, conducted a rather sketchy origin and destination survey at a cost of about $2,000. The shifting in population in Klamath Falls since 1937 necessitates additional traffic counts which would cost about $1,500, and possibly for $2,000 more we could get enough information to supplement the O-D studies made in 1941 to give a reasonable answer to the problem supported by authentic data. In short, in order to get all the data for a comprehensive study, the cost would be about $10,000. I believe that we can secure enough data to arrive at fairly intelligent conclusions for about one third of that sum. In either case it will be necessary to increase the budget for traffic surveys.

I am of the opinion that the solution of the problem which we have proposed; namely, the by-passing of US97 to the west and the building of a by-pass around to the east, together with a cross-town one-way-street system will give the answer, but neither the Planning Commission nor the City Council seems to be willing to accept such a recommendation. It would probably be necessary to get more facts to sustain the reasoning behind the conclusions drawn.

It is my personal opinion that the building of the east by-pass to the Esplanade underpass and the dumping of all the traffic into Main as a two-way street will eventually force consideration of the solution that we advanced because of the congestion that will develop on Main Street as the traffic increases. It has always seemed to me, ~~that,~~ after making rather extensive personal investigations in Klamath Falls, that, with the amount of money available, we should build first the by-pass to the east connecting with Esplanade.

Please advise your decision in this question in order that I may inform Mr. Igl.

FORM K-123 10M REVISED 12-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 10, 1946

City Planning Commission
Klamath Falls, Oregon

Attention: Mr. E. M. Igl, Chairman

Gentlemen:

In response to your letter of December 7, relative to further traffic studies in Klamath Falls, advise that Mr. J. Al Head, Assistant Traffic Engineer, will call on you sometime next week and discuss the objectives you have in mind, the implementation to secure these objectives, and the estimate of cost thereof.

After Mr. Head's report is rendered, I will discuss the matter with the Oregon State Highway Commission.

Very truly yours,

/s/ R. H. Baldock
R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. B. Glaisyer
Mr. F. B. Crandall

COPY

December 9, 1946

Mr. E. M. Igl, Chairman
City Planning Commission
Klamath Falls, Oregon

Dear Mr. Igl:

This acknowledges receipt of your letter of December 7 requesting that the State Highway Commission cooperate with you in making additional traffic studies with the view in mind of ascertaining the possibilities of integrating traffic that enters Klamath Falls over several arterial state highways.

I am referring your letter to Mr. R. H. Baldock, State Highway Engineer, who will advise you as to the prospects of such a cooperative study.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

cc - Mr. R. H. Baldock

H. T. FRANEY
Police Judge

E. A. THOMAS
City Engineer

ED. OSTENDORF
Mayor

HENRY E. PERKINS
City Attorney

KEITH K. AMBROSE
Fire Chief

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DEPARTMENT HEADS

ORVILLE H. HAMILTON
Chief of Police

O. D. MATTHEWS
Plumbing Inspector

DR. J. C. HUNT
Dairy and Meat Inspector

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Electrical Inspector

E. E. HAMBRICK
Recreation Director

WALTER SALSBERY
Building Inspector

City of Klamath Falls
KLAMATH FALLS, OREGON

COUNCILMEN

ANGUS NEWTON
First Ward

CHAS. P. VAN DOREN
Second Ward

HARVEY C. MARTIN
Third Ward

PAUL O. LANDRY
Fourth Ward

ROLLIN A. CANTRALL
Fifth Ward

Dec. 7th, 1946.

Oregon State Highway Commission,
Salem,
Ore.

Office of Mr. H. B. Glaisyer,
Secretary.

--

Gentlemen: In view of the prospective new entrance to our City from the north, through Alameda Street, and the present completion of the South Sixth Street development, we believe it would be well, at this time, to make a restudy of the possibility of integrating this traffic with Highway 97 from the south, secondary Highway 421, from the west, and other involved arterials.

This would require a considerable amount of study and we would appreciate very much if you would co-operate with us in making a further study of the situation.

Very truly yours,

CITY PLANNING COMMISSION,

by E. M. Igl
E. M. Igl,
Chairman.

RECEIVED
DEC 9 1946
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

CITY OF KLAMATH FALLS

KLAMATH FALLS, OREGON

Dec. 7th, 1946.

Oregon State Highway Commission,
Salem,
Ore.

Office of Mr. H. B. Glaisyer,
Secretary.

- -

Gentlemen: In view of the prospective new entrance to out City from the north, through Alameda Street, and the present completion of the South Sixth Street development, we believe it would be well, at this time, to make a restudy of the possibility of integrating this traffic with Highway 97 from the south, secondary Highway 421, from the west, and other involved arterials.

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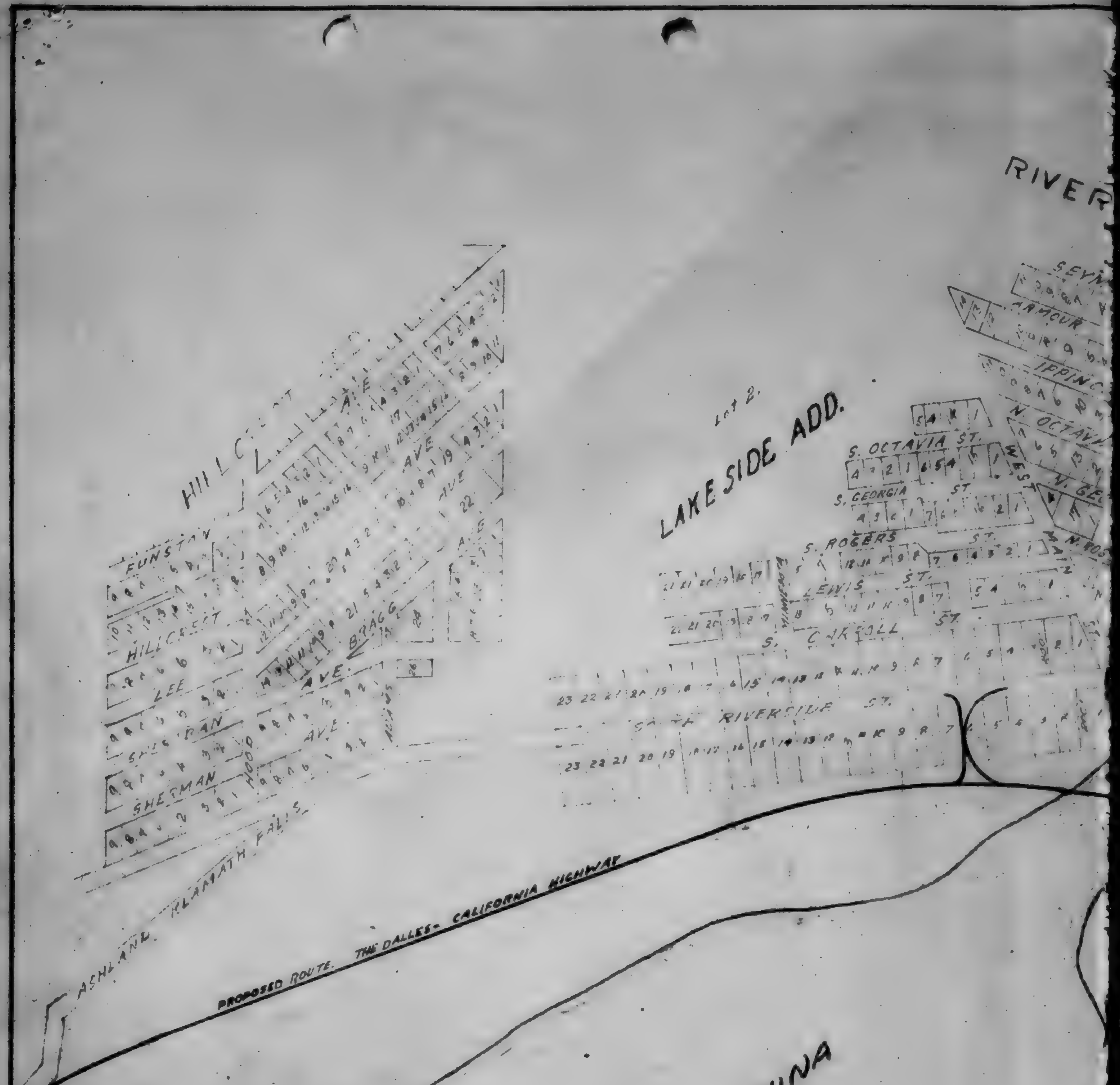
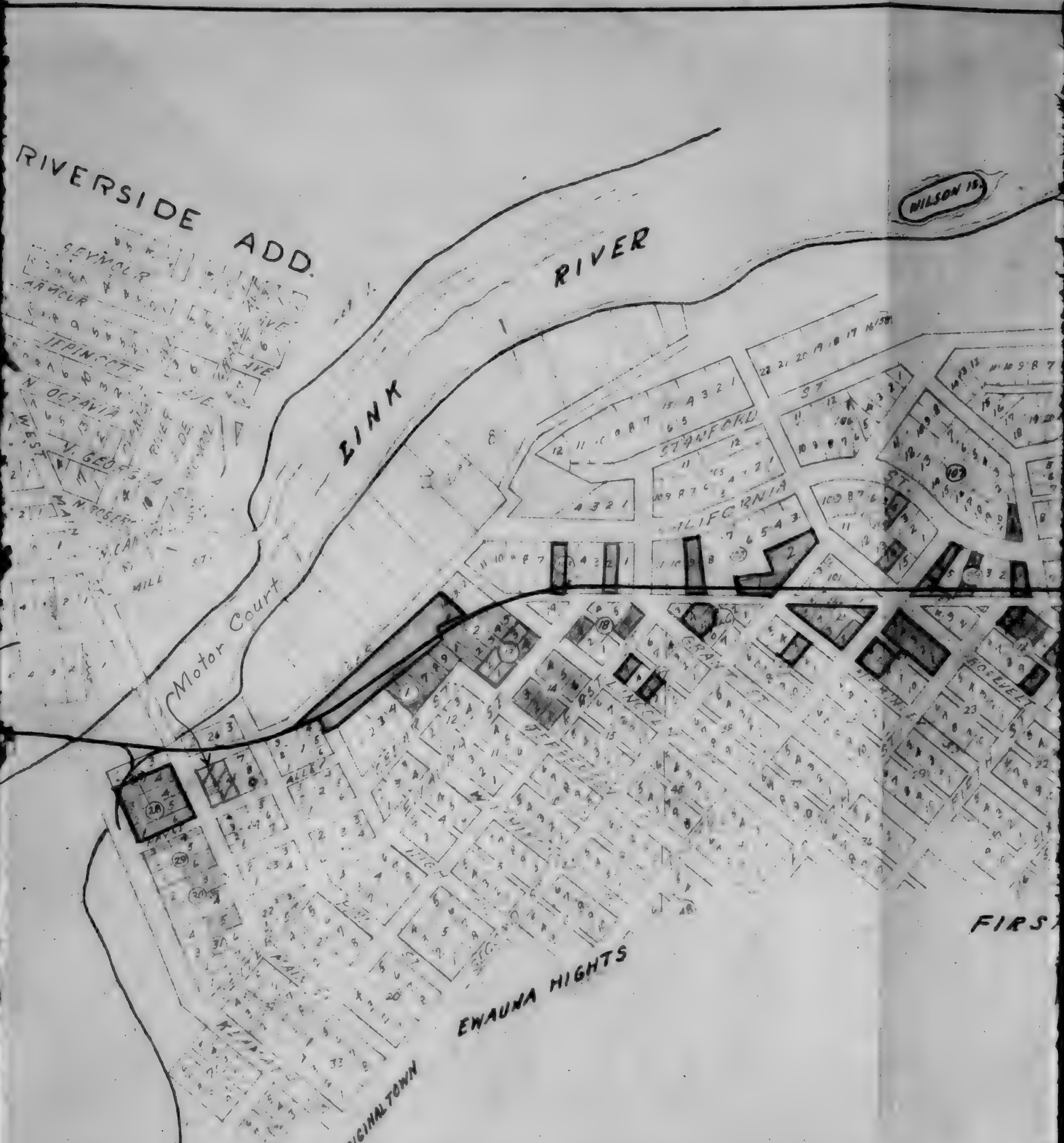
Very truly yours,

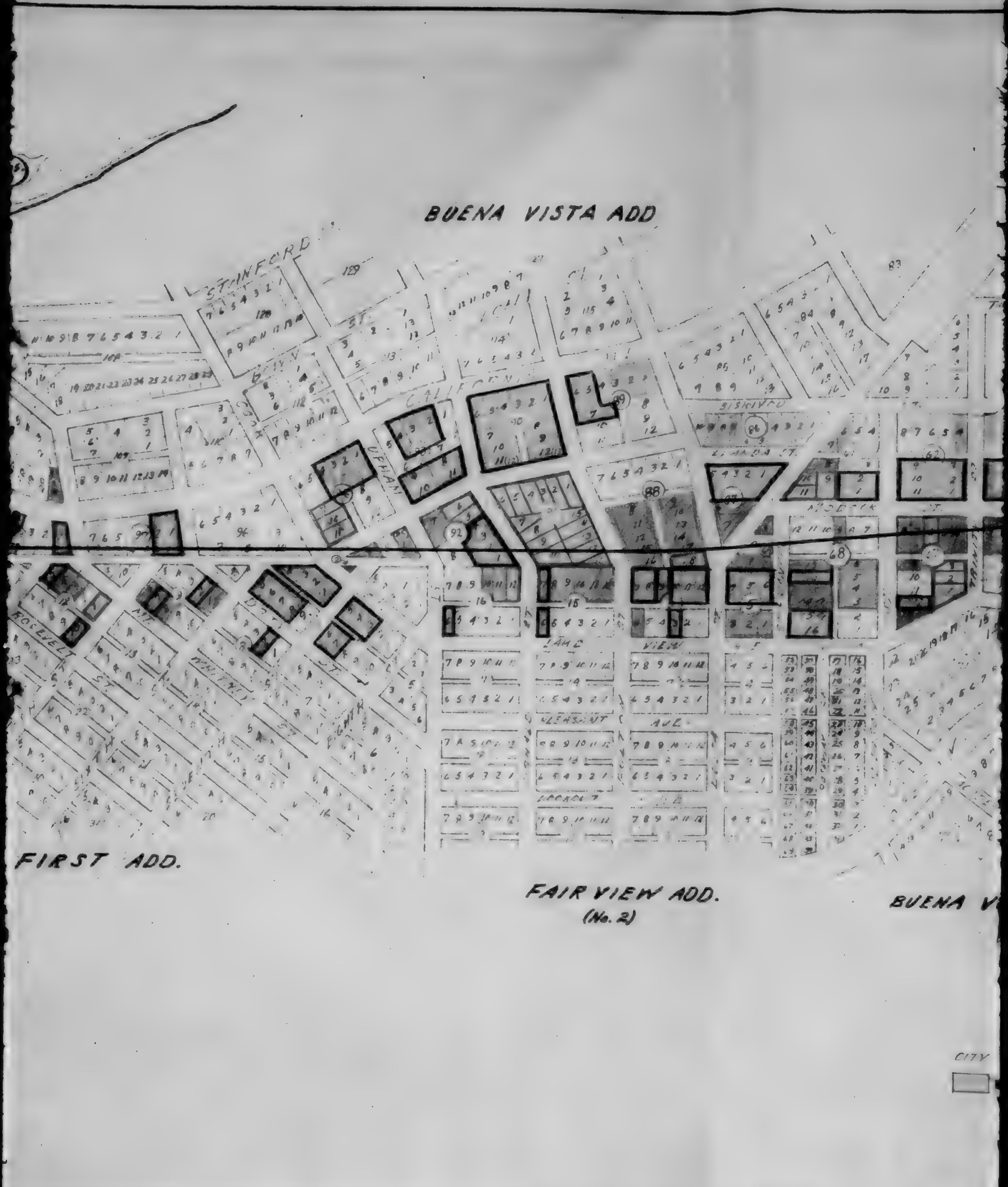
CITY PLANNING COMMISSION,

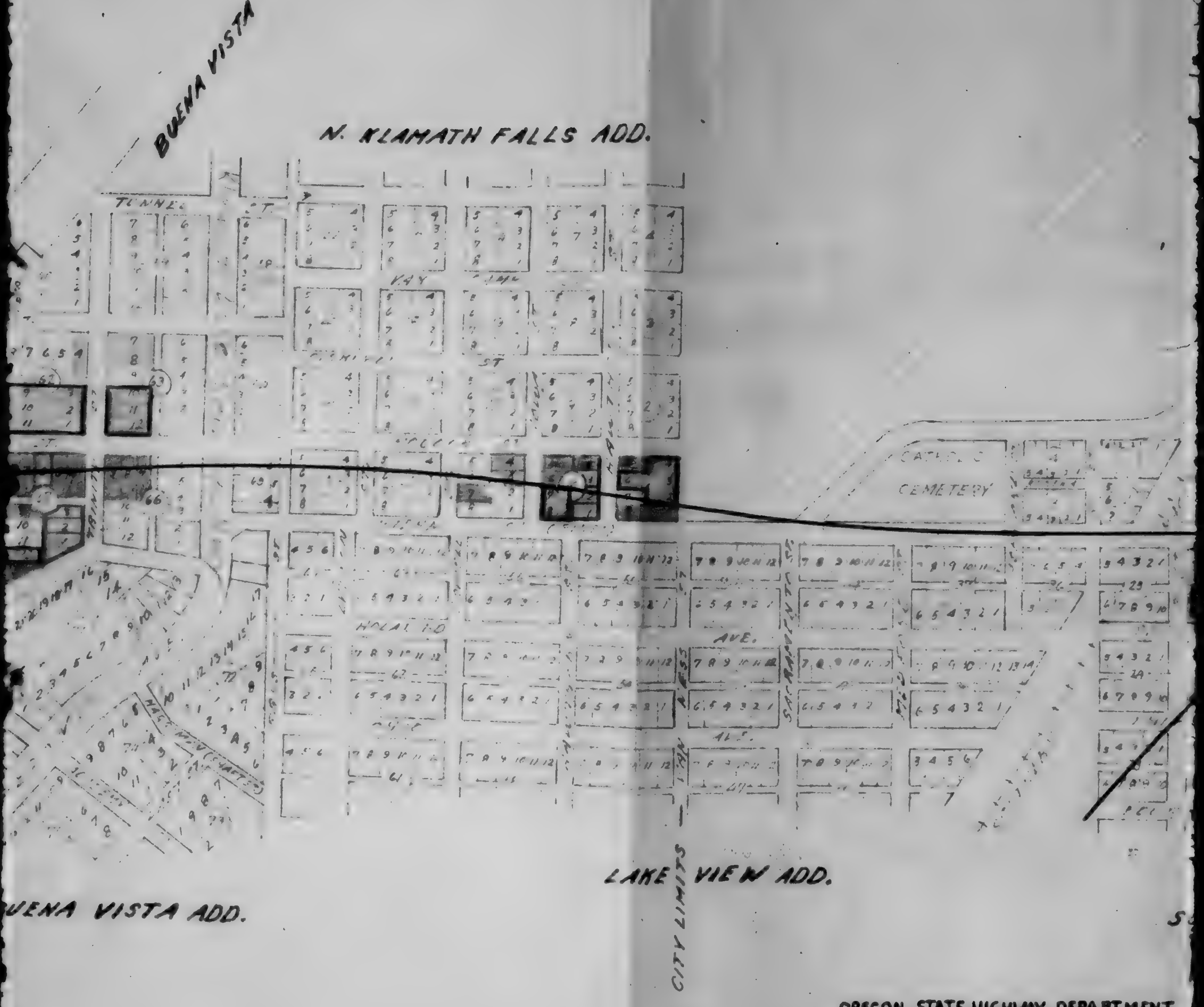
by /s/ E. M. Igl
E. M. Igl,
Chairman

COPY


RIVER
SEYM
ARMOUR
LIPPINC
N. OCTAVI
N. GE
N. ROS
WEST
HILLCREST ADD.
FUNSTON
HILLCREST
LEE
SHERIDAN
SHERMAN
HOOD
AVE
BRAGG AVE
KLAMATH FALLS
ASHLAND
Lot 2.
LAKESIDE ADD.
S. OCTAVIA ST.
S. GEORGIA ST.
S. ROGERS ST.
LEWIS ST.
S. CARROLL ST.
SOUTH RIVERSIDE ST.
PROPOSED ROUTE. THE DALLES - CALIFORNIA HIGHWAY
LAKE EWAUNA


RIVERSIDE ADD.
LINK RIVER
WILSON IS.
SEYMOUR
ARMOUR
LIPPINCOTT
N. OCTAVIA
WEST
N. ROBERTS
N. CARROLL ST.
MILL ST.
STANFORD ST.
CALIFORNIA
Motor Court
EWAUNA HIGHTS
ORIGINAL TOWN
FIRST

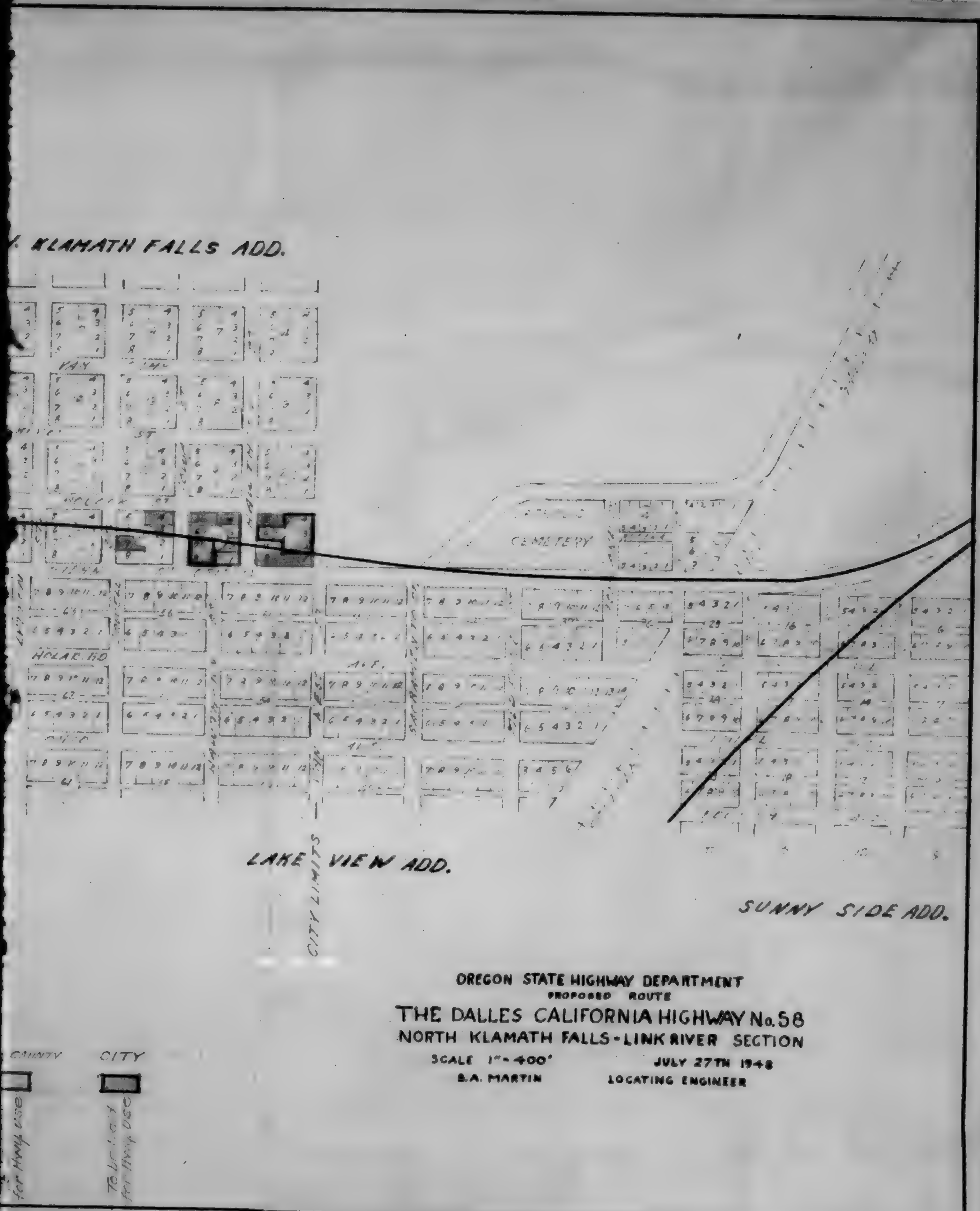

BUENA VISTA ADD
STANFORD
CALIFORN
UPHAM
SISKIYOU
MODOC ST.
LAKE VIEW
PLEASANT AVE.
ROOSEVELT
FIRST ADD.
FAIR VIEW ADD.
(No. 2)
BUENA V
CITY



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE
THE DALLES CALIFORNIA HIGHWAY N
NORTH KLAMATH FALLS - LINK RIVER SEC
SCALE 1" = 400'
JULY 27TH 19
B.A. MARTIN
LOCATING ENGINEER

KEY

CITY ☐
COUNTY ▨ To be held for Hwy use
CITY & COUNTY ☐ To be held for Hwy use
CITY ☐ To be held for Hwy use



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED ROUTE

THE DALLES CALIFORNIA HIGHWAY No. 58

NORTH KLAMATH FALLS-LINK RIVER SECTION

SCALE 1" = 400'   JULY 27TH 1948
B.A. MARTIN   LOCATING ENGINEER

DF-111(4) N. Fork, Coquille River- 1958
Myrtle Pt. Sec., Coos Bay-
#5302 Roseburg Hwy.

C&A 1987

✓Mr. Williams

A

April 28, 1960

RECEIVED
1950
FOR FILING

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

N. Fork, Coquille River
Myrtle Point
Contract No. 5302

Structure, Grading & Paving
Contractor: F.L. Somers
Resident Engineer: John L. Gunter

Coos Bay-Roseburg Highway
Prefix 6-1077-201(41)

[illegible]

5302

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	16,000.00	9,786.25	9,786.25	16,000.00
Drainage Excav., Unclass.	683.41	Cu.Yd.	3.00	312	2,134.96	2,050.23
General Excav., Unclass	495,090.9	Cu.Yd.	0.48	0.50	247,455.81	237,643.63
Truck Haul	571,059.8	Yd.Sta.	0.25	0.26	148,659.62	142,764.95
Finishing R.B. and Slopes	100%	All	3,500.00	4,628.35	4,628.35	3,500.00
18" Corr.Metal Pipe	92	Lin.Ft.	5.00	4.74	436.55	460.00
78" Corr.Metal Cattle Pass	98	Lin.Ft.	50.00	46.86	4,591.92	4,900.00
8" Sewer Pipe	66	Lin.Ft.	3.00	2.27	150.25	198.00
Extra for Pipe under Pvment	89	Lin.Ft.	3.00	0.27	24.36	267.00
*Concrete Inlets, Type G-1	1	Each	150.00	75.00	75.00	150.00
*Adjustment for Manholes	1	Eachq	50.00	50.00	50.00	50.00
*Concrete Curbs	9.27	Cu.Yd.	70.00	48.00	444.96	648.90
*Concrete Walks	32.22	Sq.Yd.	5.00	4.63	149.18	161.10
**Metal Guard Rail, Galv.	8,516	Lin.Ft.	3.00	2.44	20,779.04	25,548.00
Loose Riprap	728.91	Cu.Yd.	3.00	2.13	1,559.08	2,186.73
Coarse Cr.Mat'l in Base	16,691.79	Ton	3.20	3.12	52,097.18	53,413.73
3/4"-0 Mat'l in Base	3,899.95	Ton	3.20	3.17	12,355.40	12,479.84
Sprinkling	1,068.5	M-Gal.	3.00	2.54	2,718.98	3,205.50
Preparation of Base	100%	All	1,000.00	895.50	895.50	1,000.00
*RS-1 Asphalt	1.375	Ton	100.00	100.00	137.50	137.50
*Class B Asph.Concrete	3,747.568	Ton	8.00	9.46	35,473.20	29,980.54
*Asph.Conc.traffic markers	669.6	Lin.Ft.	1.00	1.17	789.96	699.60
***Furnish Treated Timber Piling	1,540	Lin.Ft.	1.90	1.45	2,233.00	2,926.00

Final Cost Analysis - Contract No. 5302
N. Fork, Coquille River-Myrtle Point

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Drive Piles	28	Each	80.00	60.00	1,680.00	2,240.00
***Class A Concrete	138	Cu.Yd.	90.00	70.00	9,660.00	12,420.00
***Metal Reinforcement	39,000	Lbs.	0.14	0.14	5,460.00	5,460.00
***Treated Lumber	2.02	M/FBM	450.00	350.00	707.00	909.00
PA#1 42" Corr.Metal Pipe	310	Lin.Ft.	16.50	12.98	4,024.51	5,115.00
*PA#2 Cl.B A.C.in Shoulders	352.377	Ton	7.29	9.46	3,335.50	2,568.83
PA#3 Purchase excess C.M.P., A.B., and Bands	100%	All	1,490.05		1,490.05	1,490.05
Force Account					16,042.32	17,825.96
					$590,005.41	$588,370.09

Total Cost	$ 590,005.41
Gross Revenue	588,370.09
Net Loss	$ 1,635.32

Net Loss equals 0.27 of Gross Revenue

* Work done all or in part by Bay Pavers
** Work done all or in part by J.C. Denton
*** Work done all or in part by Sig Andersson

DETAIL OF COSTS - Contract No. 5302

Labor:				
Labor			$ 182,752.84	
Labor Insurance			14,868.78	
Health and Welfare			4,400.66	
Pension			461.63	$ 202,483.91
Materials:				
18" Corr. Metal Pipe	92 Lin. Ft.	@ $2.93	266.56	
18" Bands	2 Each	@ $2.93	5.86	
78" Corr. Metal Cattle Pass	98 Lin. Ft.	@ $30.59	2,997.82	
78" Bands	4 Each	@ $58.72	234.88	
8" Sewer Pipe	66 Lin. Ft.	@ $0.75	49.50	
Freight on Sewer Pipe			15.00	
Class B Asphalt Purchased	65.344 Ton	@ $14.75	963.82	
42" Corr. Metal Pipe	310 Lin. Ft.	@ $10.65	3,301.50	
42" Bands	14 Each	@ $10.65	149.10	
24" Asb. Bonded C.M.P.	310 Lin. Ft.	@ $4.58	1,491.80	
24" Asb. Bonded Bands	10 Each	@ $4.58	45.80	
Freight on Pipe			24.45	
Fence Materials			2,357.77	
Redi-Mix Concrete	12.5 Cu. Yd.	@ $19.30	241.25	
Redi-Mix Concrete	3 Cu. Yd.	@ $19.12	57.36	
Stand by on Concrete	450 Minute	@ $0.10	45.00	
Lumber			1,017.75	
Signs, Traffic			822.50	14,080.72
Equipment Rental and Miscellaneous Expenses:				
Equipment Rentals, Owned			163,363.06	
Equipment Rentals, Hired			55,642.81	
Gas, Oil and Grease			28,882.88	
Royalty			1,659.29	
Bond			2,331.34	
Move In Freight			17,984.80	
P.L. and P.D. Insurance			4,263.26	
P.U.C. Fees			1,157.81	
Small Tools and Misc. Supplies			2,647.30	
Explosives			97.06	
Misc. Lumber			671.63	
Home Office and General Overhead			25,985.17	304,686.41
Paid Subcontractors:				
Bay Pavers			28,235.35	
J.C. Denton			20,779.04	
Sig Anderson			19,740.00	68,754.37
		TOTAL COST		$ 590,005.41

BREAKDOWN OF CRUSHING COST - Contract No. 5302

Item	Quantity	Unit	Cost	Unit Cost
Move in and Set up	24,698.381	Ton	$11,799.01	$ 0.4779
Feed Crusher	24,698.381	Ton	13,019.92	0.5273
Crushing	24,698.381	Ton	24,278.90	0.9831
Total Cost in Bunkers	24,698.381	Ton	49,096.93	1.9879
Haul & Place Coarse Cr.Mat'l	16,691.79	Ton	18,916.17	1.1333
Haul & Place 3/4"-0 Mat'l	3,899.75	Ton	4,602.91	1,1802
Haul & S.P.Cl."B" Aggregates	4,106.641	Ton	4,056.54	0.9878

Crush Plant Operated 305.5 hours

Average Crush - $\frac{24,698.381}{305.5}$

Average Crush = 80.8 Tons per Hour

Remarks - Contract No. 5302

This was a "Federal Aid Primary Project" located on the Coos Bay-Roseburg Highway in Coos County. The northwesterly end of the project was about 0.5 mile north of the bridge over the North Fork Coquille River and about 7.5 miles south of the city of Coquille. The southeasterly end of the project was at the intersection of Ash and 8th Streets in the city of Myrtle Point. The overall length of the project was 1.43 miles with grading work only between Station 385+50 to 400+25 and Station 423+56.58 to 460+81.82. There was no work done between Station 400+25 to Station 423+56.58. The net length of the paving work was 0.69 mile.

The work to be done under the contract consisted of the construction of 0.98 mile of highway roadbed; a 90-foot reinforced concrete bridge; the construction of 0.69 mile of stone base and shoulders; the construction of 0.69 mile of asphaltic concrete pavement; and the performance of such additional and incidental work as called for by the specifications and plans.

The project was bid July 29, 1958 by F.L. Somers and awarded to him August 29, 1958. The contractor began work on the project September 3, 1958 and completed it December 8, 1959.

On September 3, 1958 the contractor began clearing on the project with a crew of two men with power saws and a D8 cat with bulldozer. As more equipment came to the job the crew was increased by three men and a HD15 tractor with bulldozer. The clearing progressed rapidly and was completed October 9, 1958, except for a small amount of burning which was done later.

While the clearing operation was going on, the contractor built a haul bridge across the river east of the existing highway bridge. On October 3, 1958 he began the grading operation. In this work he used a Cletrac tractor with a bulldozer, a D8 cat with bulldozer, a TC12 tractor with bulldozer and ripper, a TD24 tractor with bulldozer, three S18 Euclidscrapers, one 1-1/2-cubic yard shovel, two 16-cubic yard dump trucks, one 12-cubic yard rear dump truck, one Adams motor grader, and such other necessary equipment needed to do the work. The excavating continued until November 3, 1958 at which time the grading was stopped for the winter.

On May 7, 1959 the contractor returned to the project and began getting the haul road ready for use. He began hauling on May 26, 1959 using the same equipment as before. He completed the grading during the week ending August 22, 1959 except for some finishing and cleaning up.

On August 16, 1959 the contractor began moving in and setting up his 3-crusher crushing plant in a private quarry site opposite M.P. 4.2 on the Powers Secondary Highway. The contractor began crushing on September 3, 1959 and completed crushing during the week ending October 24, 1959. In this work he used a 4 cubic yard Michigan loader to load,two Euclid 16 cubic yard End dump trucks to feed the plant.

Remarks Cont'd - Contract No. 5302

During the week ending September 18, 1959 the contractor began hauling the base rock to the project. In this work he used three 16 cubic yard tractor trailer units and two 8 cubic yard trucks to haul and an Adams blade and 3-leg roller to process the material. He completed placing the base materials during the week ending October 24, 1959.

October 19, 1959 the subcontractor, Bay Pavers, began paving. The asphaltic concrete was mixed in a Cedar Rapid continuous mixing plant producing 38 to 58 tons per hour. The asphaltic concrete was hauled to the road with five 8 cubic yard trucks and placed with a Barber-Greene paver. It was compacted with a 3-leg roller and finished with a 2-wheel tandum roller. The paving was completed November 9, 1959.

On November 21, 1959 the subcontractor on guard rail, J.C. Denton, began installing the rail. In this work he used a truck mounted auger and a crew of four men. This work was completed December 8, 1959.

Although the contractor had good equipment and fair bid prices, low production by the crushing operation and wet weather which slowed the grading operation, resulted in a small loss.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

A

RECEIVED
MAR 18 1960

FOR FILING

NF-111(4)

5302

March 17, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This is to acknowledge receipt of your letter of March 14 concerning the current estimate earned and payable as of Jan. 31, 1960, in connection with the F. L. Somers Contract No. 5302 for grading, paving and structure on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. We have obtained the following information from our Office Engineering Division:

Estimate No. 13, work done to December 10, 1959. Voucher dated January 18, 1960, in the amount of $21,117.90.

Estimate No. 14, semi-final, for work done to completion of December 10, 1959. Voucher dated January 29, 1960, in the amount of $5,818.07.

Estimate No. 15, final payment. Voucher dated February 26, 1960, in the amount of $18,725.38.

The gross total amount due the contractor as of January 19, 1960, was $45,661.35.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Form E-106—10M—7-56
State Printing 96101

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

In reply to your letter of 3-14-60 the Contractor as of 1-19-60 had the following estimates in process for payment.

Est. #13 work done to 12-10-59, Voucher dated 1-18-60 checked 1-19-60 in the amount of $21,117.90

Est. #14 Semi-Final for work don to completion of 12-10-59, Voucher dated 1-29-60 check 2-1-60 in the amount of $5,818.07

Est. #15 Final for final payment, voucher dated 2-23-60 Checked 2-24-60 in the amount of 18,725.38

The gross total amount due the contractor as of 1-19-60 was $45,661.35

The Final Voucher was paid the contractor on 3-11-60

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

March 14, 1960

Oregon State Highway Commission
Highway Building
Salem, Oregon

Attention: C. W. Head

Re: F. L. Somers
P. O. Box 668
Medford, Oregon

Gentlemen:

Recently, in response to our inquiries regarding amounts owing to the above contractor on January 31, 1960 on Contract No. 5302 (Coos County), you advised us that a final estimate of $18,725.38 would be paid after March 11, 1960. As of January 31, 1960, however, the contractor shows an earned estimate of approximately $45,000 due on this contract.

Will you please assist us by advising the current estimate earned and payable as of January 31, 1960 or at the cutoff date closest to January 31.

Thank you for your assistance.

Very truly yours

S. W. Tanner
Bond Department

SWT:jm

for
1960
PUBLIC OFFICIAL
BONDS
use
UNITED
PACIFIC

RECEIVED
MAR 15 1960
STATE H[illegible]

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

NOTED
C. W. HEAD

RECEIVED
MAR 2 1960
FOR FILING
SP 71(4)
5302

A

March 1, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5302 for structure-grading-paving the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County was completed by the contractor, F. L. Somers, on December 10, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $18,725.38 will be released to the contractor on or after March 11, 1960. The total contract amount is $570,544.13, of which amount $17,825.96 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
FEB -3 1960
FOR FILING
Somers
5302

February 2, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers on contract #5302 for structure-grading-paving on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

This payment, in the amount of $5,818.07, will be released to contractor on or after February 13, 1960. The retained percentage is $17,617.88.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
JAN 20 1960
FOR FILING
AF-111(4)

5302

January 20, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to F. L. Somers a portion of the funds heretofore retained by the Commission on contract #5302 for structure-grading-paving the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

This payment, in the amount of $21,117.90, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,437.94. The present payment will be released on or after January 30, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

DF-111 (4)

5302

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 16, 1960

Section North Fork Coquille River-Myrtle Point

Kind of work Structure, Grading, & Paving

Highway Coos Bay-Roseburg County Coos

Section prefix 6 - 1077

Contractor F. L. Somers

Contract number 5302

Date of contract August 29, 1958

Specified work days 160

Date work started September 3, 1958

Work days used 160

Project authorization $ 723,211.88

Exclusive of engineering $ 671,783.48

Per cent of time elapsed 100 %

[illegible] cost of completed project, exclusive of engineering $ 593,770.41

[illegible] per cent [illegible] underrun 11.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 51,428.00

Engineering cost to date $ 46,391.68, 90 %

Date project was completed December 10, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was submitted to the Roseburg office Thursday this week.

CONSTRUCTION DIVISION
RECEIVED
JAN 18 1960
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed John L. Gunter

Address P. O. Box 374 Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	0.85			0.85
Miles partially completed					
Miles completed	1.2	0.85			0.85
Total estimated quantities (contract)	571,800 cy	20,130 ton			4,089 ton
Total quantities corrected to date	495,091	20,592			4,100
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday			

FORM E-30X—50M—6-58—13046

Contract 5302

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1959

SUBJECT: Parking Prohibition
8th Street between Ash
and Spruce Streets
Myrtle Point

To: W. O. Widdows
Ass't. Maintenance Engineer
Salem Shops

NOTED
V. R

Attached is a thermo-fax copy of Mr. Paxson's letter of December 9, to Mr. Ben Nichols, City Manager, Myrtle Point, relative to prohibition of parking on 8th Street between Ash and Spruce Streets. The following reply was received by Mr. Paxson on December 15, from Mr. Nichols.

> "The City Council at regular meeting December 7, 1959, passed a motion designating no parking on 8th Street between Ash and Spruce Streets. This section of 8th Street has been posted to this effect."

You will note that the last sentence of his letter states that this section of 8th Street has been posted. I do not know whether it was posted by us or the City but suggest that you have this looked into in the event you didn't do it to ascertain if the posting is adequate.

By F. B. Crandall
Traffic Engineer

JAM:bf
Attachment
cc: Tom Edwards
Frank Morgan
C. G. Swenson

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 21 1959

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

December 9, 1959

RECEIVED
DEC 9 1959

Mr. Ben E. Nichols
City Manager
City Hall
Myrtle Point, Oregon

Dear Mr. Nichols:

Since the opening of the newly located Coos Bay-Roseburg Highway that enters Myrtle Point on Eighth Street, we have noted that parking along Eighth Street between Ash and Spruce Streets is interfering considerably with the free movement of traffic. It would be appreciated if the City of Myrtle Point would consider the prohibiting of parking on both sides of Eighth Street between Ash and Spruce Streets. If acted upon favorably, we will assume the cost of the necessary signing of the section. We would appreciate advice from you concerning the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. Frank Morgan

A

RECEIVED
DEC 14 1959
FOR FILING

DP-111(4)

5302

December 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 10, 1959, on Contract No. 5302, North Fork Coquille River-Myrtle Point Section, in Coos County, in connection with Federal Aid Project No. DF-111(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

DBP:sm

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NOV 17 1959
FOR FILING

DF 111(4)

5302

A

November 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the construction of Type 1 right of way fence on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

This work is necessary to protect the highway from trespass by stock. It is in accordance with final judgment in condemnation of the Cusick property. (Present owner is Mr. Shires.)

This order has been verbally approved by the B.P.R. District and Division Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

19

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NOV - 1 1959
FOR FILING

DF 111(4)

5302

November 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering signing on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen. The signs and placing will conform to the Oregon Manual on Uniform Traffic Control Devices.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED

FOR FILING

DF-111(4)

When replying, refer to:
08-35.4-DB

5302

408 State Highway Building
Salem, Oregon

September 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-111(4), North Fork
Coquille River-Myrtle Point Section,
Coos Bay-Roseburg Highway, Coos County-
Horizontal Drains - State Force Order
No. 4 - Contract No. 5302
Estimated Cost $2,999.75
Federal funds - $1,850.00

Dear Sir:

Reference is made to your letter dated September 22, 1959 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action' and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Please bear in mind that Section 2 of the 1958 Federal-aid Act provides that all work financed under the "D" program must be completed by December 1, 1959.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

A

RECEIVED
SEP 2 1959
FOR FILING
DF-111(4)
5302

September 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 233, covering horizontal drains on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

This work is necessary to drain a spring and relieve the water building up in the cut at Station 391+00. Without relief a slide will develop above the second bench.

The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

The total estimated amount of the order is $2,999.75 with Federal participation of $1,850.00.

Your approval of this order on unit price basis under the provisions of PPM 21-6.3 is requested. Prior verbal approval has been given by the District Engineer of the BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
SEP 14 1959
FOR FILING

S-111(4)

5302

A

September 14, 1959

Oregon State Highway Commission

Gentlemen:

At 4:00 P.M. on September 8, 1959 approval was granted for the installation of 20-mile-per-hour construction speed zone signs on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway between M.P. 19.38 and M.P. 19.76 due to bridge construction at this point.

Your concurrence is requested in the above established speed zone. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk ae

RECEIVED
AUG 27 1959

FOR FILING
DF-111(4)
5302

August 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the raising of the timber trestle to meet new grades on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

It is necessary to raise the south end of the existing timber trestle approach of the Coquille River bridge to meet the revised grades of the new construction and the temporary connection. Tentative verbal approval has been given by the B. P. R.

This was an anticipated item in the contract and $3,500 included in the project authorization to cover it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

When replying, refer to
08-35.4

AE 11(4)

5302

408 State Highway Building
Salem, Oregon

July 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 13, 1959 transmitting an Order for Extra Work on Project EF-111(4) on the Coos Bay-Roseburg Highway.

We should have further justification for performing this work by force account rather than contract unit prices before we can approve the order.

Please submit additional information indicating the amount of clearing involved and the anticipated cost per acre as compared to the bid price. Also it is not entirely clear to us why the additional work was more costly for the contractor to perform than that originally planned.

Thanks for your cooperation in supplying this additional information.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

NOTED
FORREST COOPER

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RECEIVED
JUL 14 1959
FOR FILING

DF 111(4)

5302

July 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

This area was originally cleared for 1¼:1 slopes. Unstable conditions make it necessary to flatten the slopes to 1½:1. This causes the slope to catch outside the right of way line.

Due to the fact that this work is outside of the original right of way and clearing limits, it is classed as extra work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED

FOR FILING

DF-111(4)

5302

A

When replying, refer to:
08-35.4

January 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-111(4), N. Fork Coquille River-Myrtle Point Section, Coos Bay-Roseburg Highway, State Contract No. 5302 - Order for State Force Work No. 224-238, Seeding and Mulching Slopes. Estimated Total Cost $1,120. Federal Funds $670.

Dear Sir:

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has specialized equipment and trained personnel to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]
CORRECT COPY

Orig. to District

A

RECEIVED
JAN 5 - 1959
FOR FILING

FF 111 (4)

5302

December 30, 1958

Mr. C. C. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching the S. Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. FF-111(4).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The state has the necessary special equipment operated by experienced crews. The amount is too small to contract.

Your approval of this order, at agreed unit prices, under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,120.00, with Federal participation of $670.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

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RECEIVED
NOV 12 1958
FOR FILING

NF-111(4)

5302

November 12, 1958

997

Mr. E. L. Clausen
Broadbent, Oregon

Dear Sir:

Your letter of October 28, 1958 concerning the State Highway Department's obligation to fence certain parts of your property on the North Fork, Coquille River-Myrtle Point Section has been referred to this office for appropriate action.

Our resident engineer on the project, Mr. George Wills, informs us that the fence in question has now been constructed and is stock tight. A small amount of concrete must still be poured at the brace posts before the job is entirely completed and we anticipate completing this work within the next week.

We are very sorry that the work had not been done before this date. Negotiations between the State and the contractor for the construction of this fence was somewhat delayed due to a difference on the estimated cost of said fence. These matters have now been resolved and the fence has been placed.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp:ar

cc to: Forrest Cooper
Tom Edwards

ERNEST L. CLAUSEN
BROADBENT, OREGON

Broadbent, Oregon
Oct. 28. 1958

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

I would like to call your Attention to the Fence you have agreed to build on my place, over the hill, of wish you know the location. I have agreed a 100 % with you. My Tennent on my place has not been able to have any young stock on the Hill, since construction work began.

He is much handycapped for not able to have stock on the Hill, consequently he ask me for damage.

I have been trying to get in contact with you on your way down here trough the M. P. Office, but have not been able to do so.

Hoping to her from you in regards to this matter.

Respectfully
E. L. Clausen

RECEIVED
OCT 6 1958
FOR FILING

DF 111(4)

5302

October 3, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering Type 1 fence on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

This work is necessary to protect the highway right of way from trespass. There is no bid item for fencing. Fences will need to be established on the new rights of way due to relocation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:bb

Encl.

RECEIVED
SEP [illegible] 1958
FOR FILING

SF 111(4)

5302

September 22, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering State share of flagging costs on the North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5302, in connection with Federal Aid Project No. DF-111(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
SEP 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible] (41)

5302

Sept. 12, 1958

F. L. Somers
P. O. Box 668
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5302, awarded Aug. 29, 1958, for structure, grading and paving on the N. Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 9 - 1958
FOR FILING
DF 111(4)
5302

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 3, 1958, on Contract No. 5302, North Fork Coquille River-Myrtle Point Section, in Coos County, in connection with Federal Aid Project No. DF-111 (4).

Very truly yours

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

RECEIVED
FOR FILES
DF-111(4)
5302

Oregon State Highway Department

Federal Aid
Project No. DF-111(4)

NORTH FORK, COQUILLE RIVER-MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

September 5, 1958, Salem, Oregon

Type Code 6201
2-Lane Roadway (Sta. 423+56.58 to Sta. 450+00)
(Contract No. 5302)

Clearing and Grubbing	All	Required (60%) $		$ 9,600.00
Drainage Excavation, Unclassified	675	Cu. Yds.	3.00	2,025.00
General Excavation, Unclassified	363,300	Cu. Yds.	0.48	174,384.00
Truck Haul	361,500	Yd. Mile	0.25	90,375.00
Finishing Roadbed and Slopes	All	Required (70%)		2,450.00
18-Inch Corrugated Metal Pipe	100	Lin. Ft.	5.00	500.00
24-Inch Corrugated Metal Pipe	380	Lin. Ft.	7.00	2,660.00
78-Inch Corrugated Metal Cattle Pass	110	Lin. Ft.	50.00	5,500.00
Metal Guard Rail, Galvanized	7,200	Lin. Ft.	3.00	21,600.00
Loose Riprap	400	Cu. Yds.	3.00	1,200.00
Coarse Crushed Material in Base	11,600	Tons	3.20	37,120.00
3/4" - 0 Material in Base	2,650	Tons	3.20	8,480.00
Sprinkling	550	M-Gals.	3.00	1,650.00
Preparation of Base	All	Required (70%)		700.00
3/4" - 0 Material in Binder Course	175	Tons	5.00	875.00
Furnishing and Placing Aggregates	170	Tons	5.00	850.00
RC-3 Asphalt	20	Tons	55.00	1,100.00
120-150 Asphalt	12	Tons	60.00	720.00
RS-1 Asphalt	4	Tons	100.00	400.00
Class "B" Asphaltic Concrete	2,600	Tons	8.00	20,800.00
Asphaltic Concrete Traffic Markers	200	Lin. Ft.	1.00	200.00
				$383,189.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Raise South End of Trestle	All	Required		3,500.00
Seeding and Mulching	All	Required		1,000.00
Work by Pacific Power & Light Co.	All	Required		1,380.00
Work by West Coast Telephone Co.	All	Required		4,000.00
		Subtotal		$394,069.00
		10% Engr. & Cont.		39,406.90
		Total		$433,475.90

Length of Roadway . . . . 0.484 Mile
Cost of Roadway Per Mile $895,611.36

__Type Code 6201__
__4-Lane Roadway (Sta. 450+00 to Sta. 460+81.22)__
__(Contract No. 5302)__

Clearing and Grubbing	All	Required (40%)	$	$ 6,400.00
Drainage Excavation, Unclassified	5	Cu. Yds.	3.00	15.00
General Excavation, Unclassified	208,500	Cu. Yds.	0.48	100,080.00
Truck Haul	312,200	Yd. Mile	0.25	78,050.00
Finishing Roadbed and Slopes	All	Required (30%)		1,050.00
8-inch Sewer Pipe	70	Lin. Ft.	3.00	210.00
Extra for Pipe Under Pavement	70	Lin. Ft.	3.00	210.00
Concrete Inlets, Type "G-1"	1	only	150.00	150.00
Adjustment of Manholes	1	only	50.00	50.00
Concrete Curbs	12	Cu. Yds.	70.00	840.00
Concrete Walks	24	Sq. Yds.	5.00	120.00
Metal Guard Rail, Galvanized	1,800	Lin. Ft.	3.00	5,400.00
Coarse Crushed Material in Base	4,400	Tons	3.20	14,080.00
3/4" - 0 Material in Base	1,000	Tons	3.20	3,200.00
Sprinkling	400	M-Gals.	3.00	1,200.00
Preparation of Base	All	Required (30%)		300.00
3/4" - 0 Material in Binder Course	85	Tons	5.00	425.00
Furnishing and Placing Aggregates	50	Tons	5.00	250.00
RC-3 Asphalt	10	Tons	55.00	550.00
120-150 Asphalt	4	Tons	60.00	240.00
RS-1 Asphalt	2	Tons	100.00	200.00
Class "B" Asphaltic Concrete	1,300	Tons	8.00	10,400.00
Asphaltic Concrete Traffic Markers	500	Lin. Ft.	1.00	500.00
				$223,920.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		1,000.00
Signing	All	Required		1,500.00
		Subtotal		$226,920.00
		10% Engr. & Cont.		22,692.00
		Total		$249,612.00

Length of Roadway . . . . 0.205 Miles
Cost of Roadway Per Mile $1,217,619.51

Type Code X021
Coquille River Overflow Bridge
(Sta. 425+02 to Sta. 425+92)
(Contract No. 5302)

Furnish Treated Timber Piling	1,540 Lin. Ft.	$ 1.90	$ 2,926.00
Drive Piles	28 Only	80.00	2,240.00
Class "A" Concrete	138 Cu. Yds.	90.00	12,420.00
Metal Reinforcement	39,000 Lbs.	0.14	5,460.00
Treated Lumber	2 M-FBM	450.00	900.00
	Subtotal		$ 23,946.00
	10% Engr. & Cont.		2,394.60
	Total		$ 26,340.60

Length of Structure . . . . 0.017 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal "F" Funds	Federal "DF" Funds	State Funds
2-Lane Roadway	$433,475.90	$323,300.00	$ 68,000.00	$ 42,175.90
4-Lane Roadway	249,612.00	186,200.00	39,000.00	24,412.00
Structure	26,340.60	19,500.00	4,000.00	2,840.60
	$709,428.50	$529,000.00	$111,000.00	$ 69,428.50

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

NORTH FORK, COQUILLE RIVER-MYRTLE POINT SECTION

PROJECT NO. NF-111(A)

Estimated Costs of Work to be Done by

The Pacific Power and Light Company

Labor	$ 520.00
Materials	580.00
Equipment	350.00
Less Salvage	130.00 Cr.
	$1,320.00

Estimated Costs of Work to be Done by

The West Coast Telephone Company

Labor	$1,740.00
Materials	2,240.00
Transportation, Etc.	660.00
Less Salvage	640.00 Cr.
	$4,000.00

Oregon State Highway Department

Federal Aid
Project No. DF-111(4)

NORTH FORK COQUILLE RIVER-MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 10, 1958

Type Code 6201
2 Lane Roadway (Sta. 423+56.58 to Sta. 450+00)

Clearing and Grubbing (60%)	All	Required	$	$ 2,400.00
Drainage Excavation, Unclassified	675	cu. yds.	3.00	2,025.00
General Excavation, Unclassified	363,300	cu. yds.	0.45	163,485.00
Truck Haul	361,500	yd. mi.	0.18	65,070.00
Finishing Roadbed and Slopes (70%)	All	Required		840.00
18-inch Corrugated Metal Pipe	100	lin. ft.	5.00	500.00
24-inch Corrugated Metal Pipe	380	lin. ft.	7.50	2,850.00
78-inch Corrugated Metal Cattle Pass	110	lin. ft.	39.00	4,290.00
Metal Guard Rail, Galvanized	7,200	lin. ft.	3.00	21,600.00
Loose Riprap	400	cu. yds.	4.50	1,800.00
Coarse Crushed Material in Base	11,600	tons	2.50	29,000.00
3/4" - 0 Material in Base	2,650	tons	2.70	7,155.00
Sprinkling	550	M-gal.	3.00	1,650.00
Preparation of Base (70%)	All	Required		140.00
3/4" - 0 Material in Binder Course	175	tons	3.75	656.25
Furnishing and Placing Aggregates	170	tons	4.00	680.00
RC-3 Asphalt	20	tons	48.00	960.00
120-150 Asphalt	12	tons	46.00	552.00
RS-1 Asphalt	4	tons	50.00	200.00
Class "B" Asphaltic Concrete	2,600	tons	10.00	26,000.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	1.00	200.00
				$332,053.25
Flagging (57½% of Contractor's Cost)	All	Required	$	1,000.00
Raise South End of Trestle	All	Required		3,500.00
Seeding and Mulching	All	Required		1,000.00
Work by Pacific Power and Light Co.	All	Required		300.00
Work by West Coast Telephone Co.	All	Required		3,000.00
	Subtotal			$340,853.25
	10% Engr. & Cont.			34,085.32
		Total		$374,938.57

Length of Roadway - - - - - - - - - - 0.484 Mile
Cost of Roadway Per Mile- - - - - - $774,666.46

Type Code 6201
4 Lane Roadway (Sta. 450+00 to Sta. 460+81.22)

Clearing and Grubbing (40%)	All	Required	$	$ 1,600.00
Drainage Excavation, Unclassified	5	cu. yds.	3.00	15.00
General Excavation, Unclassified	208,500	cu. yds.	0.45	93,825.00
Truck Haul	312,200	yd. mi.	0.18	56,196.00
Finishing Roadbed and Slopes (30%)	All	Required		360.00

8-inch Sewer Pipe	70	lin. ft.	$2.00	$ 140.00
Extra for Pipe Under Pavement	70	lin. ft.	3.00	210.00
Concrete Inlets, Type "G-1"	1	only	85.00	85.00
Adjustment of Manholes	1	only	50.00	50.00
Concrete Curbs	12	cu. yds.	55.00	660.00
Concrete Walks	24	sq. yds.	4.50	108.00
Metal Guard Rail, Galvanized	1,800	lin. ft.	3.00	5,400.00
Coarse Crushed Material in Base	4,400	tons	2.50	11,000.00
3/4" - 0 Material in Base	1,000	tons	2.70	2,700.00
Sprinkling	400	M-gal.	3.00	1,200.00
Preparation of Base (30%)	All	Required		60.00
3/4" - 0 Material in Binder Course	85	tons	3.75	318.75
Furnishing and Placing Aggregates	50	tons	4.00	200.00
RC-3 Asphalt	10	tons	48.00	480.00
120-150 Asphalt	4	tons	46.00	184.00
RS-1 Asphalt	2	tons	50.00	100.00
Class "B" Asphaltic Concrete	1,300	tons	10.00	13,000.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$188,391.75
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		1,000.00
Signing	All	Required		1,500.00
	Subtotal			$191,391.75
	10% Engr. & Cont.			19,139.17
		Total		$210,530.92

Length of Roadway - - - - - - - - - - - 0.205 Miles
Cost of Roadway Per Mile- - - - - - - - $1,026,980.09

Type Code X021
Coquille River Overflow Bridge (Sta. 425+02 to 425+92)

Furnish Treated Timber Piling	1,540	lin. ft.	$1.50	$ 2,310.00
Drive Piles	28	only	65.00	1,820.00
Class "A" Concrete	138	cu. yds.	70.00	9,660.00
Metal Reinforcement	39,000	lbs.	0.14	5,460.00
Treated Lumber	2	M-FBM	375.00	750.00
	Subtotal			$ 20,000.00
	10% Engr. & Cont.			2,000.00
		Total		$ 22,000.00

Length of Structure - - - - - - - - - - 0.017 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
2 Lane Roadway	$374,938.57	$279,000.00	$58,000.00	$37,938.57
4 Lane Roadway	210,530.92	157,000.00	33,000.00	20,530.92
Structure	22,000.00	16,000.00	3,000.00	3,000.00
	$607,469.49	$452,000.00	$94,000.00	$61,469.49

Oregon State Highway Department

Federal Aid
Project No. DF-111(4)

NORTH FORK COQUILLE RIVER-MYRTLE POINT SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1958

Type Code 6201
2 Lane Roadway (Sta. 423+56.58 to Sta. 450+00)

Clearing and Grubbing	All Required (60%)		$ 4,800.00
Drainage Excavation, Unclassified	675 cu. yds.	$ 3.00	2,025.00
General Excavation, Unclassified	363,300 cu. yds.	0.55	199,815.00
Truck Haul	361,500 yd. mi.	0.18	65,070.00
Finishing Roadbed and Slopes	All Required (70%)		840.00
18 Inch Corrugated Metal Pipe	100 lin. ft.	5.00	500.00
24 Inch Corrugated Metal Pipe	380 lin. ft.	7.50	2,850.00
78 Inch Corrugated Metal Cattle Pass	110 lin. ft.	39.00	4,290.00
Metal Guard Rail Galvanized	7,200 lin. ft.	3.00	21,600.00
Loose Riprap	400 cu. yds.	4.50	1,800.00
Coarse Crushed Material in Base	11,600 tons	2.50	29,000.00
3/4" - 0 Material in Base	2,650 tons	2.70	7,155.00
Sprinkling	550 M-gals.	3.00	1,650.00
Preparation of Base	All Required (70%)		140.00
3/4" - 0 Material in Binder Course	175 tons	3.75	656.25
Furnishing and Placing Aggregates	170 tons	4.00	680.00
RC-3 Asphalt	20 tons	48.00	960.00
120-150 Asphalt	12 tons	46.00	552.00
RS-1 Asphalt	4 tons	50.00	200.00
Class "B" Asphaltic Concrete	2,600 tons	10.00	26,000.00
Asphaltic Concrete Traffic Markers	200 lin. ft.	1.00	200.00
			$370,783.25
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Raise South End of Trestle	All Required		3,500.00
Seeding and Mulching	All Required		1,000.00
Work by Pacific Power and Light Co.	All Required		300.00
Work by West Coast Telephone Co	All Required		3,000.00
	Subtotal		$379,583.25
	10% Engr. & Cont.		37,958.32
	Total		$417,541.57

Length of Roadway	0.484 Mile
Cost of Roadway Per Mile	$862,689.19

Type Code 6201
4 Lane Roadway (Sta. 450+00 to Sta. 460+81.22)

Clearing and Grubbing	All	Required (40%)		$ 3,200.00
Drainage Excavation, Unclassified	5	cu. yds.	$ 3.00	15.00
General Excavation, Unclassified	208,500	cu. yds.	0.55	114,675.00
Truck Haul	312,200	yd. mi.	0.18	56,196.00
Finishing Roadbed and Slopes	All	Required (30%)		360.00
8 Inch Sewer Pipe	70	lin. ft.	2.00	140.00
Extra for Pipe Under Pavement	70	lin. ft.	3.00	210.00
Concrete Inlets, Type "G-1"	1	only	85.00	85.00
Adjustment of Manholes	1	only	50.00	50.00
Concrete Curbs	12	cu. yds.	55.00	660.00
Concrete Walks	24	sq. yds.	4.50	108.00
Metal Guard Rail, Galvanized	1,800	lin. ft.	3.00	5,400.00
Course Crushed Material in Base	4,400	tons	2.50	11,000.00
3/4" - 0 Material in Base	1,000	tons	2.70	2,700.00
Sprinkling	400	M-gals.	3.00	1,200.00
Preparation of Base	All	Required (30%)		60.00
3/4" - 0 Material in Binder Course	85	tons	3.75	318.75
Furnishing and Placing Aggregates	50	tons	4.00	200.00
RC-3 Asphalt	10	tons	48.00	480.00
120-150 Asphalt	4	tons	46.00	184.00
RS-1 Asphalt	2	tons	50.00	100.00
Class "B" Asphaltic Concrete	1,300	tons	10.00	13,000.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$210,841.75
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Seeding and Mulching	All	Required		1,000.00
Signing	All	Required		1,500.00
		Subtotal		$213,841.75
		10% Engr. & Cont.		21,384.17
		Total		$235,225.92

Length of Roadway 0.205 Mile
Cost of Roadway Per Mile $1,147,443.51

Type Code X021
Coquille River Overflow Bridge (Sta. 425+02 to 425+92)

Furnish Treated Timber Piling	1,540	lin. ft.	$ 1.50	$ 2,310.00
Drive Piles	28	only	65.00	1,820.00
Class "A" Concrete	138	cu. yds.	70.00	9,660.00
Metal Reinforcement	39,000	lbs.	0.14	5,460.00
Treated Lumber	2	M-fbm	375.00	750.00
		Subtotal		$20,000.00
		10% Engr. & Cont.		2,000.00
		Total		$22,000.00

Length of Structure 0.017 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
2 Lane Roadway	$417,541.57	$311,000.00	$ 65,000.00	$41,541.57
4 Lane Roadway	235,225.92	175,000,00	36,000.00	24,225.92
Structure	22,000.00	16,000.00	3,000.00	3,000.00
	$674,767.49	$502,000.00	$104,000.00	$68,767.49

DF-111 (4)
(Extra Copy)

PACIFIC POW[illegible] COM[illegible]
PUBLI[illegible]
PO[illegible]

[illegible]

Mr. Tom Edwards
Construction Engineer
State Highway Building
Salem, Oregon

[illegible] & [illegible]
[illegible] Adjust[illegible]
[illegible] Coquille [illegible]
[illegible] Section
[illegible] Roseburg [illegible]
[illegible]
[illegible] DF-111(4)

Dear Mr. Edwards:

Reference is made [illegible] Mr. [illegible], Assist[illegible] [illegible] ments along the above named [illegible]

[illegible] estimate [illegible] the [illegible] relocating the Company's [illegible] rights of [illegible] and is hereby [illegible]

[illegible]	580 [illegible]
Material	[illegible]
Equipment & Mi[illegible]	35 [illegible]
	1510 00
Less Salvage	130.00
Estimated Expense	1380 [illegible]

[illegible]ly,

[illegible] Agent

AHP.ms

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[illegible] 1958
FOR FILING

DF 111 4)

53c2

When replying, refer to:
08-35.5

September 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-111(4)
North Fork Coquille River -
Myrtle Point Section -
Adjustment of Power Lines

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Pacific Power and Light Company dated August 19, 1958, covering adjustment of power line on Oregon Project DF-111(4), North Fork, Coquille River - Myrtle Point Section of the Coos Bay - Roseburg Highway.

Authorization is hereby granted to proceed, as of August 29, 1958, with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

NOTED
[illegible]

Orig to S.H.P

RECEIVED
SEP 8 - 1958
FOR FILING

41

5302

August 29, 1958

Mr. F. L. Somers
P. O. Box 666
Medford, Oregon

Dear Mr. Somers:

The State Highway Commission on July 31, 1958, accepted your proposal for grading, paving, and bridge construction on North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County for the sum of $631,955, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5302.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

BY
Floyd Query, Assistant Secretary

ja
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 29, 1958

F. L. Somers
Medford,
Oregon

Contract for grading and paving and bridge construction on North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
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FOR FILING
[illegible]
5302

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting Pacific Power and Light Company's power line on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Project No. F-111(4).

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the company.

2. Copies of the Company's estimate for moving the line on private property.

3. Copies of the Company's sketch showing revisions to be made.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

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MONTANA
OREGON
WASHINGTON
2 - 1958
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

August 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project DF-111(4) the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway, we hereby concur as of this date in award of contract No. 5302 to F. L. Somers of Medford, Oregon, low bidder in the amount of $631,055.00 at the July 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
SEP 2 - 1958
FOR FILING
DF-111(4)
5302

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction work on the North Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Project DF-111(4), to F. L. Somers of Medford, Oregon, on the basis of the bid of $631,055.00 submitted on July 29, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

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AUG 8 1958
FOR FILING

DF-111(4)

[illegible]

When replying, refer to:
08-33.4

August 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-111(4)
North Fork Coquille River-
Myrtle Point Section
Adjustment of Telephone Lines

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and West Coast Telephone Company dated July 22, 1958, covering adjustment of telephone lines on Oregon Project DF-111(4), North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway.

Authorization is hereby granted to proceed, as of July 29, 1958, with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

SIGNED
FORREST COOPER

Orig to SHP

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FOR FILING

5202

July 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of the letter of the Assistant Counsel, estimate of the West Coast Telephone Company and sketches covering adjustment of telephone lines on the North Fork, Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, Federal Aid Project No. DF-111(4).

Authority to proceed with the work of adjusting this telephone line under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

IDAHO
MONTANA
OREGON
WASHINGTON
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FOR FILING

DF-111(4)

08-35.8
5302

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

July 28, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Attn: S. H. Probert

Dear Sir:

Enclosed herewith is one set of signed plans for each of the following approved projects:

DF-111(4)	N. Fk. Coquille River-Myrtle Point Sec.
I-5-3(4)124 (old I-78(36)	Fairgrounds Interchange (Roseburg) Sec. Convert Fed Aid Orig. to Proj

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Encls. - 2

Rec'd 7/29/58

FORM E-123-X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 22 1958
FOR FILING
10F-111 (4)
53[illegible]

July 22, 1958

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
N. Fork, Coquille River-
Myrtle Point Section
Coos Bay-Roseburg Highway
Coos County

Gentlemen:

Bids on the above titled project will be received on July 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

This work involves the adjustment of a power line which crosses the new centerline near Station 399+75. This line is on private property under the terms of an easement recorded in Book 104, page 38 of the Coos County records, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Arnold Severson, Box 374, Coquille, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Frank Morgan
Mr. Arnold Severson
Mr. F. W. Farrar

RECEIVED
JUL [illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

FORM E-123-X 25M 5-58

COMMISSIONERS

M. K. MCIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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FOR FILING
ACF-111(4)
5302

July 22, 1958

West Coast Telephone Company
354 South Fourth Street
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
N. Fork, Coquille River-
Myrtle Point Section
Coos Bay-Roseburg Highway
Coos County

Gentlemen:

Bids on the above titled project will be received on July 27, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The work involves the relocation of your telephone line between Stations 382 and 398. The existing line between Stations 382 and 385 is on State highway right of way so that it will be your obligation to make the necessary adjustment between these stations without reimbursement. The portion of your line between Stations 385 and 398 is on private property under the terms of an easement recorded in Book 94, page 103 of the Coos County records, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of this work under Federal regulations.

It does not seem to be practicable to segregate the costs of each individual section, and it is suggested that you be reimbursed upon a pro rata share of the cost.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

[illegible]
[illegible]

Further details of the work may be secured from Mr. Arnold Severson, Box 374, Coquille, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Frank Morgan
Mr. Arnold Severson
Mr. F. W. Farrar

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 25 1958
FOR FILING

16F-111(4)

C302

July 22, 1958

467

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We submit herewith a sketch map of the city of Myrtle Point. This map shows the project which we have submitted to you for approval between the North Fork of the Coquille River and Myrtle Point and shows thereon the section which we propose to four-lane at this time. Also shown thereon is a section of the Coos Bay-Roseburg Highway which was previously widened by the addition of a climbing lane.

We wish to advise you that it is the intent of the Highway Commission, as soon as funds are available, to four-lane the section through Myrtle Point along 8th Street between the proposed current project and the area improved by addition of a climbing lane. We are unable to say at this time when financing will be available, but you may be assured that this work will be programmed and prosecuted as soon as funds can be spared.

Very truly yours,

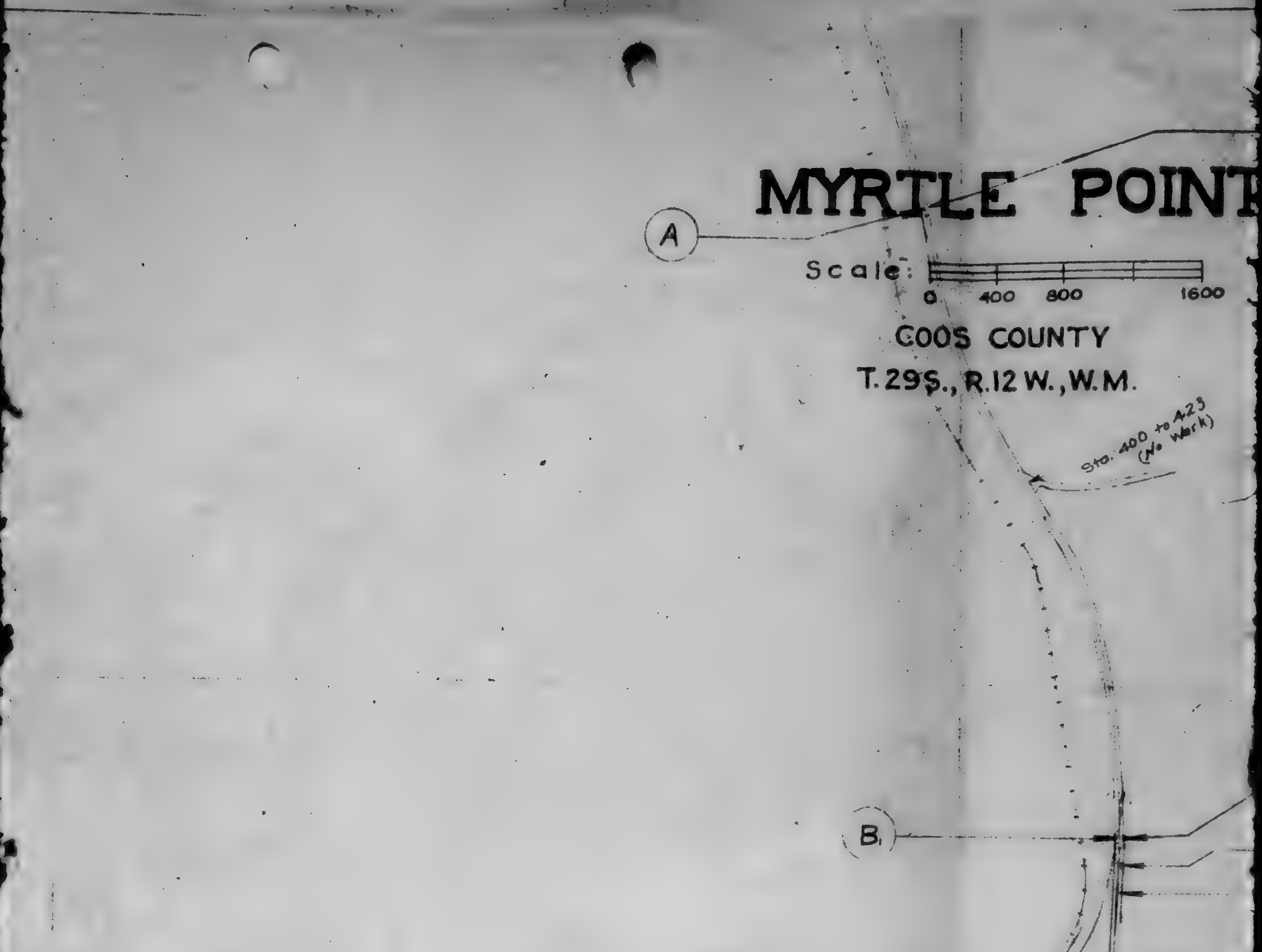
W. C. Williams
State Highway Engineer

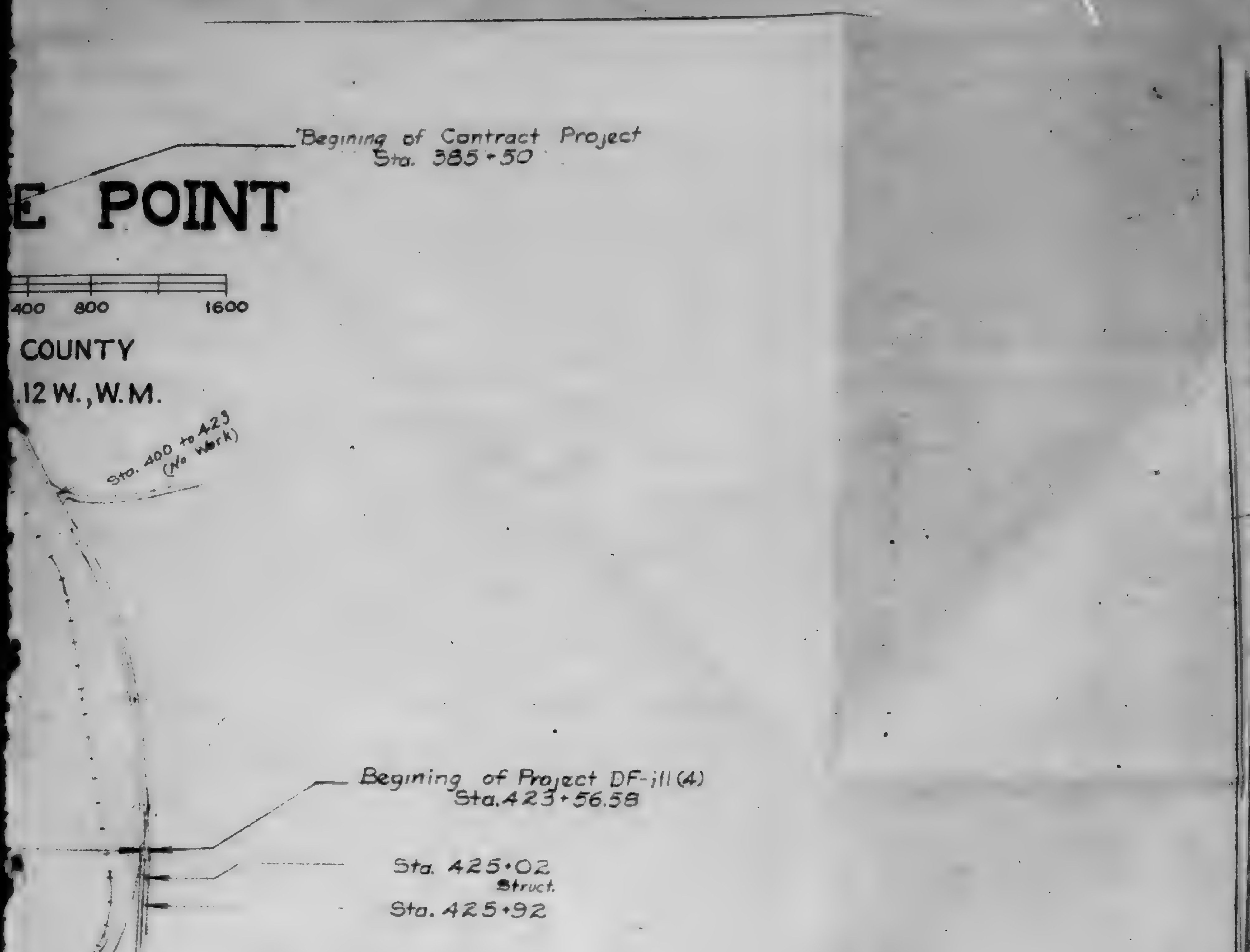
By

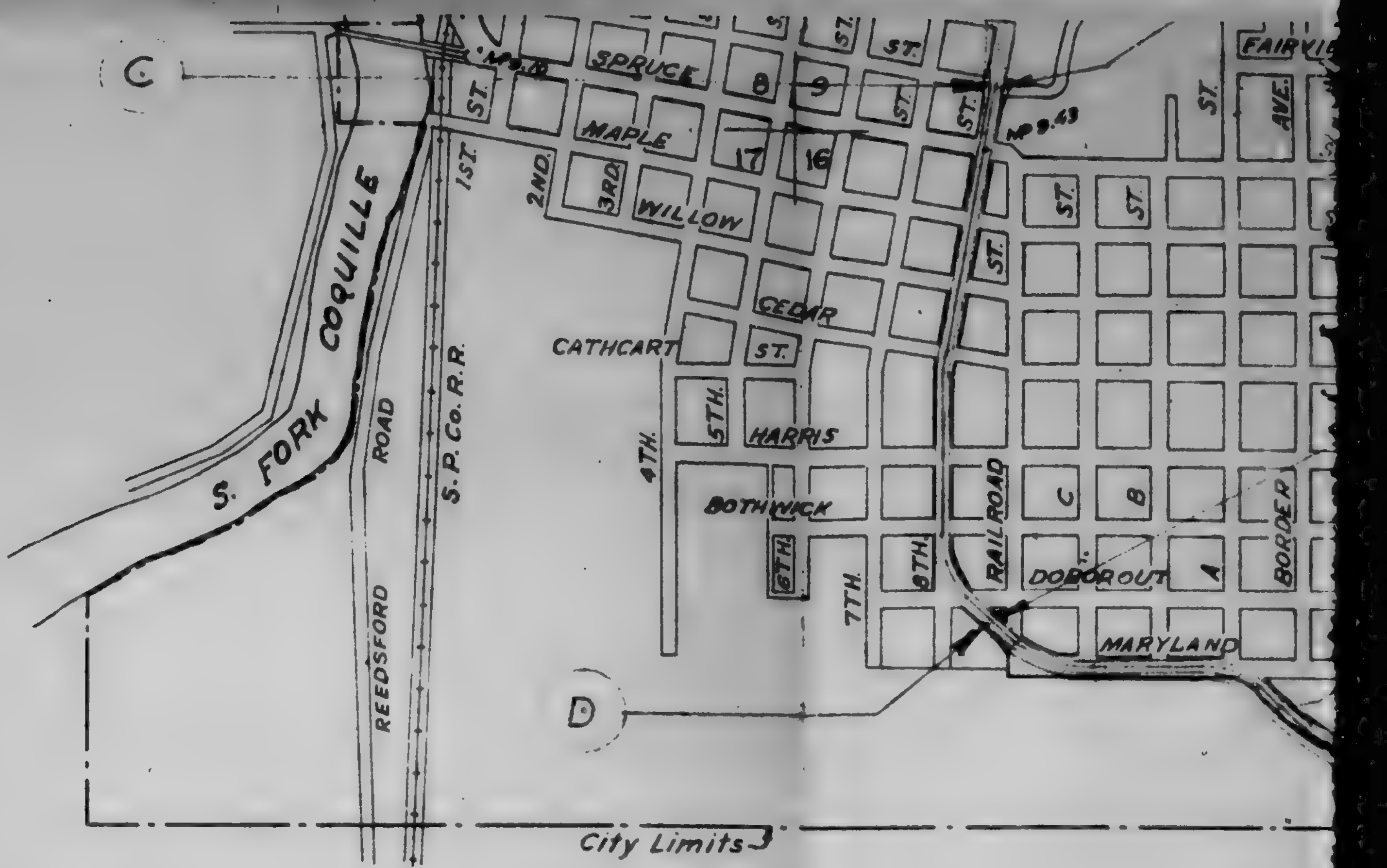
Forrest Cooper
Deputy State Highway Engineer

(Construction) me
Enclosure

cc Mr. Tom Edwards


MYRTLE POINT
Scale: 0 400 800 1600
COOS COUNTY
T. 29 S., R. 12 W., W.M.
A
Sta. 400 to 423 (No Work)
B1
B2
To Coquille
COOS BAY - ROSEBURG HWY.
City Limits
RIVER
ALDER ST.
ASH ST.
ST.


Begining of Contract Project
Sta. 385+50
E POINT
400 800 1600
COUNTY
.12 W., W.M.
Sta. 400 to 423 (No work)
Begining of Project DF-111(4)
Sta. 423+56.58
Sta. 425+02
Struct.
Sta. 425+92
To Coquille
N
Sta. 440+00
City Limits
End of Project DF-111(4)
Sta. 460+81.82
ST.
GLENWOOD ST.



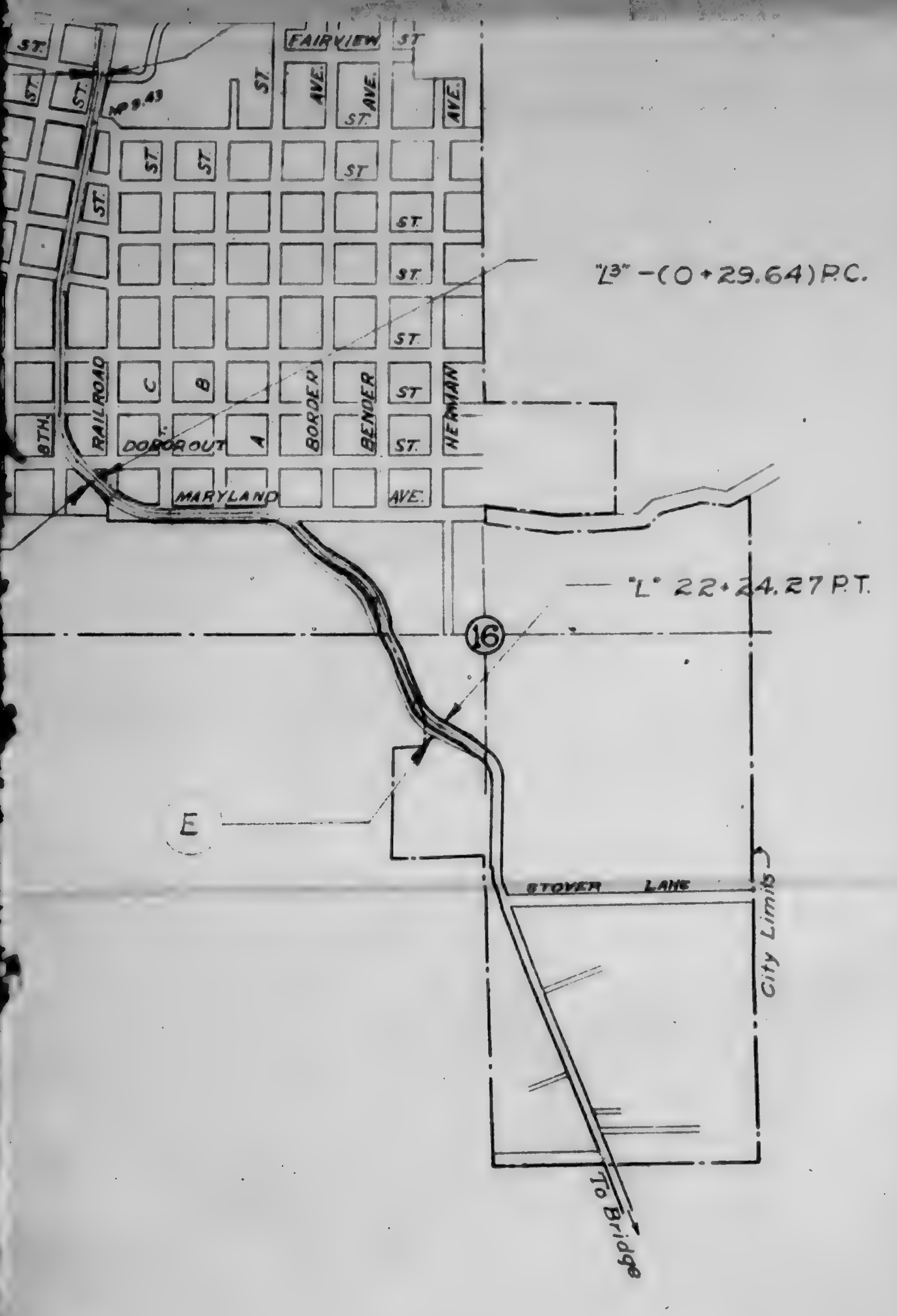
$A-B_1$ 2 LANE
B_1-B_2 2 LANE
B_2-C 4 LANE

Scheduled for Letting July 29, 1958

C-D FUTURE 4 LANE
D-E 3 LANE

E

D-E, Contract No. 3171, Awarded 6-14-49


ST.
FAIRVIEW ST
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AVE.
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AVE.
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8TH.
RAILROAD
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B
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BORDER
BENDER
ST.
HERMAN
MARYLAND
AVE.
"L3" -(0+29.64) P.C.
"L" 22+24.27 P.T.
16
E
STOVER LANE
City Limits
To Bridge

6-4-52

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1958
IDAHO
MONTANA
OREGON
WASHINGTON
FOR FILING

DF-111(4)
X
5302

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-111(4), North Fork Coquille River-Myrtle Point Section, Coos Bay-Roseburg Highway. This is to authorize your advertising for bids.

Concurrence of award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
JUL 9 - 1958
FOR FILING

AF III (4)

5302

MISC. CONTRACTS and
AGREEMENTS No. 1987

Salem, Oregon
July 8, 1958

Cooperative Construction Agreement
N. Fork Coquille River-Myrtle Point Section
Coos Bay-Roseburg Highway
City of Myrtle Point

Mr. C. G. Swenson
Engineer, County & City Relations
Office

467

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Myrtle Point covering the N. Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in the City of Myrtle Point.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Myrtle Point.

Secretary

rm
Attach: 1

FORM E-30 50M 8-57—6863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1958

SUBJECT: Cooperative Construction Agreement
N. Fork Coquille River-Myrtle Point Section
Coos Bay-Roseburg Highway
City of Myrtle Point

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway commission. Both copies require your signature of approval.

The project was approved by the Highway Commission on 5/7/58.

This completes assignment no. 467.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G. S. Paxson
ASST. STATE HIGHWAY ENGINEER
Date June 30, 1958

RECEIVED
JUN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Min page 50
Secretary

FORM E30—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

SUBJECT: Cooperative Construction Agreement
N. Fork Coquille River
Myrtle Point Section
Coos Bay-Roseburg Highway No. 35
City of Myrtle Point

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement as per your request of May 29, 1958.

We have attached the one set of plans sent, to our file copy and understand County and City Relations will furnish additional plans.

It is our understanding that a change of grade may occur in existing streets due to this project and we have provided in the agreement for the City's consent to such a change. We have not, however, provided for the City to reimburse the State for any damages which the State might subsequently be required to pay inasmuch as it is the State who desires the project.

R. A. Holland
ROBERT A. HOLLAND
Staff Attorney

RAH:mmb
Attachments
cc: L. I. Lindas

RECEIVED
JUN - 9 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1958
FOR FILING

CF-111 (4)

5302

July 8, 1958

Patricia J. Parsons, City Recorder
City Hall
Myrtle Point, Oregon

467

Dear Miss Parsons:

We are enclosing for the records and files of your City a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Myrtle Point covering the N. Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway in the City of Myrtle Point.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED

FORM E-30X—37,500—6-57—5564

FOR FILING

BF-111(4)

5302

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1958

SUBJECT: North Fork, Coquille River-
Myrtle Point Section
Coos Bay-Roseburg Highway

To: Mr. S. H. Probert
Office Engineer
Office

Attention Mr. V. G. O'Neil

In the matter of seeding and mulching for the subject named job, please be advised that I believe that $2,000 should do the seeding and mulching. It is not thought that planting on the borrow area on the west end of the project is in order at this time. Work on this area will be completed under another contract.

Will you please make provision in the project authorization for this work in this amount.

Tom Edwards
Construction Engineer

LHT:js

cc Forrest Cooper ✓

cc/computations Mark Astrup

NOTED
FORREST COOPER

RECEIVED
JUL 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
JUN 3[illegible] 1958
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1958

SUBJECT: N. Fork Coquille River-Myrtle Pt.
Coos Bay-Roseburg Highway

3302

To:
Mr. Tom Edwards
Construction Engineer
Building

No item was included in the engineer's estimate for seeding and mulching on the subject location. Computations from the cross-sections show a slope area totaling approximately 20 acres. We are informed that the soils are primarily silty clay, thus subject to sheet erosion. The height of the slopes will require some hand labor and account for the higher unit mulching cost.

It is recommended that the authorization include $5000 for seeding and mulching.

Please return the computations attached.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
Enclosure

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
JUN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. R. [illegible]

NOTED
Harold C. Ayers

June 24, 1958

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering that portion of Oregon Project No. DF-111 (4), N. Fork Coquille River-Myrtle Point Section of the Coos Bay-Roseburg Highway within the city limits of Myrtle Point.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:be
Att.

NOTED
C. G. SWENSON

Form cc-11 (1954)

RESOLUTION

WHEREAS, State Highway No. 35 of the State of Oregon, known as the Coos Bay-Roseburg Highway, is routed through the City of Myrtle Point, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Eighth Street from Spruce Street to the north city limits.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Myrtle Point will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Myrtle Point, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 35 of the State of Oregon, known as the Coos Bay-Roseburg Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Myrtle Point, Coos County, Oregon, this 16th day of June, 1958.

ATTEST: Patricia J Lawson
City Recorder

Elda Brodie
Mayor

Folder

"THE CITY OF FRIENDLY PEOPLE"

Ben E. Nichols, City Administrator
Wm. T. Tankersley, Police Chief
J. M. Myers, Fire Chief

CITY OF MYRTLE POINT
IN THE HEART OF THE FAMOUS MYRTLEWOODS
Coos County, Oregon

Elden Brodie, Mayor

Council:
Ernest Bryant
Elsie Downing
E. M. Griffin
Ray J. Harris
V. A. Roush
W. I. Barklow

June 18, 1958

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed you will find copies of your agreements and resolutions with the City of Myrtle Point, duly signed by our Mayor and City Recorder.

However, it has come to our attention that your Resolution should read, State Highway No. 42 of the State of Oregon, known as the Coos Bay-Rossseburg Highway, instead of State Highway No. 35, known as the Coos Bay-Roseburg Highway.

We would appreciate you giving this your prompt attention and would like to hear from you regarding the above.

Respectfully,

Patricia J. Parsons
Patricia J. Parsons
City Recorder

PJP/jw
enclosures

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 19 1958
ENGINEER
COUNTY & CITY RELATIONS

1-8316 Dooley Mt. Rock Prod. Proj. 1958

#5303

RECEIVED
JUL 10 1959
FOR FILING
1-8316

W. C. Williams

A

NOTED
W. C. WILLIAMS

July 8, 1959

FINAL COST ANALYSIS

Dooley Mountain Rock Production
~~Contract No. 5303~~

Rock Production
Contractor: Cartwright Construction Co.
Resident Engineer: L.C. Stratton

Baker-Unity Highway
Prefix No. 1-8316

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/8"-#10 material in Stockpile	6,502.67	Cu. Yd.	$ 3.45	$ 3.70	$24,081.81	$22,434.21
Force Account					123.07	151.00
					$24,204.88	$22,585.21

Gross Revenue	$22,585.21
Total Cost	24,204.88
Net Loss	$ 1,619.67

Net Loss equals 7.17% of Gross Revenue

RECEIVED
JUL 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5303

Labor:		
Labor and Supervision	$ 8,041.12	
Labor Insurance	785.13	
Health and Welfare	37.20	$ 8,863.45
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	11,201.34	
Gas, Oil, and Grease	2,222.72	
Bond	124.00	
Move In and Set Up	1,051.00	
P.U.C.	140.39	
Small Tools and Misc. Supplies	372.08	
Home Office and General Overhead	265.90	15,341.43
TOTAL		$ 24,204.88

CRUSHING BREAKDOWN - Contract No. 5303

	Quantity	Unit	Cost	Unit Cost
Move In and Set up	6,502.67	Cu.Yd.	2,160.83	0.332
Feed Crusher	6,502.67	Cu.Yd.	8,434.01	1.297
Crushing	6,502.67	Cu.Yd.	9,780.55	1.504
Haul to Stockpile	6,502.67	Cu.Yd.	2,602.41	0.40
Stockpiling Crushed Materials	6,502.67	Cu.Yd.	1,104.01	0.17
Total Crushing and Stockpile Cost	6,502.67	Cu.Yd.	24,081.81	3.70

The crushing plant operated 324 hours for an average of 20.07 cubic yards per working hour.

Remarks - Contract No. 5303

This was a "State Project" consisting of the furnishing and stockpiling of 6,502.67 cubic yards of crushed materials on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.

This project was bid August 19, 1958, awarded September 11, 1958, and completed November 10, 1958.

The Contractor moved onto the project and began setting up the crusher during the week ending September 26, 1958. Crushing operations began Friday, October 4th on an eight hour day schedule.

On October 13th, the Contractor changed working time to two eight hour shifts. Crushing continued very steadily to the completion of the project.

There were several factors contributing to the loss suffered by the Contractor. Feeding costs were too high because of too much idle time on the 3/4-cubic yard shovel, 6-cubic yard dump truck, and the D-7 dozer. The feeder became clogged too often because of large rock blocking passage to the jaw crusher.

The above stoppages caused the crusher to run too often without any production thus cutting down on the productive capacity of the crushing plant.

Based on the above facts, the bid price was too low for this plant.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
59
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 30, 1959

1-5316 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5303	4 Final	Cartwright Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2065	H235047	$677.56	1-30-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 35 workdays from Sept. 22, 1958

Time Extensions: None

Completion Date: Nov. 10, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

FEB - 2 1959

NOTED ON CARD
e.m.

A

RECEIVED
JAN 21 1959
FOR FILING

1-8316

5303

Jan. 20, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5303, for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County was completed by the contractor, Cartwright Construction Company, on Nov. 10, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $677.56 will be released to the contractor on or after January 30, 1959. The total contract amount is $22,585.21, of which amount $151.00 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

sm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CAR

RECEIVED
JAN 8 - 1959
FOR FILING

[illegible]

SP-3

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Jan. 7, 1959

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cartwright Construction Company in connection with Contract No. 5303, for Dooley Mountain Rock Production Project, on the Baker-Unity Highway in Baker County.

This payment, in the amount of $1,012.88, will be released to the contractor on or after Jan. 17, 1959. The retained percentage is $677.56.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 18 1958
FOR FILING

1-8316

5303

Dec. 17, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Cartwright Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 5303, for Dooley Mountain Rock Production Project on Baker-Unity Highway in Baker County.

This payment, in the amount of $5,197.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $646.23. The present payment will be released on or after Dec. 27, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
em

Form E-1—10M

A

1-8316

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov 15, 19 58

Section Dooley Mountain

Kind of work Rock Production

Highway Baker-Unity County Baker

Section prefix 1-8316

Contractor Cartwright Construction Co.

Contract number 5303

Date of contract Sept. 11, 19 58

Specified work days 35

Date work started Oct. 3, 19 58

Work days used 29

Project authorization . . . . . $ 23,287.50

Exclusive of engineering . . . . $ 21,631.50

Per cent of time elapsed 82.9 %

Estimated cost of completed project, exclusive of engineering . . . . $ 20,932.30

Estimated per cent ~~overrun or~~ underrun . . . . 3.2 %

Per cent of contract completed, based on total contract price . . . . 100.0 %

Engineering authorization . . . . $ 1,656.00

Engineering cost to date $ 610.00, 36.8 %

Date project was completed Nov. 7, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed crushing last Friday.

This week he has been removing his equipment from project site.

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1958
NOTED-- E CE | ACE | B ACC | K | ℓ CDE

NOTED
C. E. PAUL[illegible]

Signed L. C. Stratton
L. C. Stratton

Address Rand Bldg., Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			6,000 cy		
Total quantities corrected to date			same		
Estimated quantities moved or placed to date			same		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 10 1958
FOR FILING

8216

5303

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 10, 1958

Cartwright Construction Company
Durkee
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5303, awarded Sept. 11, 1958, for rock production on the Dooley Mountain Section of the Baker-Unity Highway in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

1-8316
5303

A

September 12, 1958

Cartwright Construction Company
Durkee
Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5303 for the Dooley Mountain Rock Production Project on the Baker-Unity Highway in Baker County.

This award was based on your bid of $20,700 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

DS-399(1) Shipley Br. over Tualatin River 1958
#5304

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

DA - 399(1)

Clackamas County
Oregon City, Oregon

Attn: Board of County Commissioners

RECEIVED
OCT 1 1959
COUNTY & CITY RELATIONS

Invoice No. 62247

Date October 1, 1959

Your Req. No.

Billing Request No. co 511

Credit Distribution: 503-3072-897

Final billing: Tualatin River (Shipley) Bridge, FAS 122, covered by agreement dated 8/28/58

Original advance deposit	$3,297.34	
Less amount previously transferred	1,297.34	
Balance in advance deposit		$2,000.00
County share total cost as per attached statement	$2,829.00	
Less amount previously transferred	1,297.34	
Balance		1,531.66
To be refunded		$ 468.34

NOTED
John F. Hagemann

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By..

State Printing 13107

NOTED
[illegible]

NOTED
[illegible]

September 30, 1959

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

file

Gentlemen:

Final costs are now available for the Tualatin River (Shipley) Bridge on FAS 122 and for the Clear Creek (Viola) Bridge on FAS 810. As per the attached cost statements, refunds of $468.34 and $154.45 are due the county on the respective projects. These refunds will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Completed 2/20/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County **Clackamas** Contract No. **5304** Date **9/30/59**

FAS **122** Section **Tualatin River (Shipley) Bridge**

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$59,004.00
Construction engineering				3,382.00
TOTAL CONSTRUCTION COSTS				$62,386.00
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$46,528.00		
"L" Funds		10,200.00		$56,728.00

AGREED COUNTY SHARE OF TOTAL COST

(50% of difference between total cost and federal funds)

($62,386 - $56,728) X 1/2 = $2,829.00

County Advance Deposit	$3,297.34
Less County Share	2,829.00
REFUND DUE COUNTY	$ 468.34

JFH:mm

Item	Unit	Unit Prices	Total Quantities	Total Amount
1. Remove existing approaches	all	3300.00	all	3,300.00
2. Furnish treated timber piling	l.f.	1.10	3,810	4,191.00
3. Drive piles	each	50.00	72	3,600.00
4. Class "A" concrete	c.y.	65.00	384	24,960.00
5. Metal reinforcement	lb.	.13	107,900	14,027.00
6. Treated timber in place	M/FBM	300.00	11.71	3,513.00
7. Metal parapet rail	l.f.	5.50	926	5,093.00
8. 6" metal drain pipe	l.f.	8.00	40	320.00
			Total	59,004.00

RECEIVED
MAR 23 1959
FOR FILING
195-399(1)
5304

A

Mar. 20, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5304, for Shipley Bridge over Tualatin River Section of Market Road No. 12, FAS 122, in Clackamas County was completed by the contractor, Inland Construction Co., on Feb. 20, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $4,342.35 will be released to the contractor on or after Mar. 30, 1959. The total contract amount is $59,004.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
OCT 10 1958

A

FOR FILING
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5304

Oct. 10, 1958

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5304, awarded Sept. 11, 1958, for Shipley Bridge over Tualatin River on Market Road No. 12 (FAS 122) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-399(1)

TUALATIN RIVER (SHIPLEY) BRIDGE ON THE OSWEGO-WILSONVILLE ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X032
Shipley Bridge (Sta. 7+99.25 to Sta 12+62.75)(Contract No. 5304)

Remove Existing Approaches	All	Required		$ 3,500.00
Furnish Treated Timber Piling	3,810	lin. ft.	$ 1.10	4,191.00
Drive Timber Piles	72	only	50.00	3,600.00
Class "A" Concrete	384	cu. yds.	65.00	24,960.00
Metal Reinforcement	107,900	lbs.	.13	14,027.00
Lumber	12	M-fbm	300.00	3,600.00
Handrail	920	lin. ft.	5.50	5,060.00
8-inch Metal Drain Pipe	40	lin. ft.	3.00	120.00
		Subtotal		$59,058.00
		10% Engr. & Cont.		5,905.80
		Total		$64,963.80

Length of Structure - 0.088 Mile

Federal "DS" Funds	$48,400.00
Federal "LS" Funds	10,200.00
State Funds	3,181.90
County Funds	3,181.90
	$64,963.80

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Clackamas County with the Highway Department.

RECEIVED
SEP 15 1958
FOR FILING

N.S. 399(1)

5304

September 12, 1958

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5304 for the Shipley Bridge over the Tualatin River on Market Road southwest of Oswego and north of Stafford in Clackamas County.

This award was based on your bid of $59,058 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

Form A-150--10M--6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

Clackamas County
Oregon City, Oregon

Attn: County Court

RECEIVED
SEP 9 1958

Invoice No. 57387

Date September 8, 1958

Your Req. No.

Billing Request No. cc 44

Credit Distribution 503-1071-897

Advance Deposit	3,297.34
Partial transfer county share total cost of the Shipley Bridge, FAS 122, covered by agreement dated August, 1958.	1,297.34
To be retained	$2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By..

NOTED
C. G. SWENSON

State Printing 4396

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

COPY

COPY

Gentlemen:

Final costs are now available for the Bear Creek and Rock Creek Bridges, FAS 812 and 813. In accordance with the attached cost statement a refund of $2,697.34 is due the county on these projects.

As per our previous correspondence this refund is being retained as part of the deposit required for the Shipley Bridge on FAS 122.

File
fas 122

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
V. R JONES

NOTED
Harold C. Ayers

August 27, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

On August 26 a satisfactory bid was received from the Inland Construction Company of Milwaukie for construction of the Shipley Bridge on FAS 122. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$59,058.00
12-1/2% Engineering & Contingencies..	7,382.25
Estimated Total Cost...........	$66,440.25
Advance Deposit of 5%................	$ 3,322.00
Less refund due county on Bear and Rock Creek Bridges, FAS 812 & 813....	2,697.34
Cash Deposit....................	$ 624.66 or say $600

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $600, forwarding same to this office. If received prior to September 10 a contract will be awarded at the regular Highway Commission meeting on September 11 and 12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Rcvd. 9/3/58
503-1071
Cert # 5304

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
SEP 4 - 1958
FOR FILING
DX-399(1)

5304

September 4, 1958

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Clackamas County covering the Tualatin (Shipley) Bridge on FAS 122 in Clackamas County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
Floyd Query, Assistant Secretary

rm
Enc.

RECEIVED
SEP 4 - 1958
FOR FILING

A.S.-3990)

5304

Salem, Oregon
September 4, 1958

Maint. # 378
Finance #229

FAS Project Agreements
FAS 122, Clackamas County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clackamas County covering the Tualatin (Shipley) Bridge on FAS 122 in Clackamas County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clackamas County.

Assistant Secretary

rn
Attach: 5

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1958

SUBJECT: FAS Project Agreements
FAS 122, Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Tualatin (Shipley) Bridge on FAS 122 in Clackamas County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The Highway Commission approved this project June 19, 1958.

John D Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min. Page 36
Floyd Query
ass't Secretary

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 22, 1958

NOTED
Harold C. Ayers

August 8, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
V.K.

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Shipley Bridge on FAS 122 upon which bids will be received August 19 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $76,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. Al documents should be mailed so as to arrive in Salem not later than August 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
V. R [illegible]NES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

MEMO TO J. W. NASH
7/22/58

FAS 122, CLACKAMAS COUNTY

TERMINI: Bridge over Tualatin River approximately 3 miles southwest of the junction in Oswego of FAS 122 with FAP Route 3. (Shipley (Tualatin River) Bridge).

PROPOSED WORK: Concrete approach spans 300' long.

LENGTH: 0.057 mile (don't include 160' center span).

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$75,000	$55,800	$3,700	$3,700 (Co.)	$11,800 (L)

EXISTING FACILITY:
Six 21', three 23' P.T. spans, 160' steel deck truss, two 21', three 19' P.T. spans, H.C. 26'. Approach spans are untreated timber in deteriorated condition.

ADJACENT SECTIONS: 18' bituminous wearing surface with 6' shoulders.

PROJECT DATA: Replace the pile trestle approach spans with eight 25' reinforced concrete spans on treated piling on the northerly side and four 25' reinforced concrete spand on treated piling on the southerly side. The horizontal clearance of the new structure is to be 26' with sidewalks on both sides to conform with the existing sidewalks on the center span which is to remain in place. New handrail is to be carried across the center span replacing the existing untreated timber handrail which is in a deteriorated and unsafe condition.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

NOTED
JOHN D. GRAHAM

FAS 122 serves a highly developed diversified farming area and suburban residential area. It is a mail and school bus route.

JFH:mm

RECEIVED
JUL 21 1958
FOR FILING

DS-399(1)

5304

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1958

To: Mr. Ivan Merchant
O F F I C E

SUBJECT: Clackamas County DS Projects

Due to a necessity to hold expenditures on DS projects in Clackamas County as nearly within the limits of the $91,000 available to the county as possible, it has been requested that bids for the Shipley (Tualatin River) Bridge, FAS 122, be taken prior to the Clear Creek (Viola) Bridge on FAS 810.

This will permit the county to more nearly determine the status of these funds prior to committing itself to constructing both bridges as DS projects. If, after bids have been received on the Shipley Bridge, it appears there would be insufficient DS funds remaining to construct the Clear Creek Bridge, the Clear Creek Bridge would be constructed with regular FAS funds.

If at all possible the Shipley Bridge should be scheduled for the August 19 letting.

John F. Hag
John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

May 27, 1958

NOTED
Harold C. Ayers

Clackamas County Court
Courthouse
Oregon City, Oregon

File with
Fas 122

Gentlemen:

On May 8 the Highway Commission approved the FAS projects as described in the attached tabulation. It is our plan to substitute D (Crash) funds available to Clackamas County ($91,000) for regular FAS funds on these projects thus releasing an equal amount of regular FAS funds for other projects. Bids will be taken on these bridges as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

CLACKAMAS COUNTY
PROPOSED PROJECTS

✓ FAS 122 - Shipley (Tualatin River) Bridge, $50,000. This bridge is located approximately 3 miles southwest of the junction in Oswego of FAS 122 with FAP Route 3. This bridge carries highway department invoice number 2567.

The proposed project is to replace the existing pile trestle approach spans with a permanent type structure having a roadway width of 26' and to replace the handrail on the 160' steel deck truss, which is to remain in place. In the event the total length of the approach spans is reduced from the existing length, construction of the road approach fills would be included in the FAS project. If the length is not reduced and the road approach work is of a very minor nature this road work would not be included in the FAS project but would be performed by Clackamas County. Removal of the existing structure is to be part of the FAS project. The road will be closed during construction.

FAS 810 - Little Clear Creek and Clear Creek (Viola) Bridges (2), $70,000.

The Little Clear Creek Bridge is located approximately 1 mile west of Viola and carries highway department inventory number 6041.

The Clear Creek Bridge is located at Viola and carries highway department inventory number 6508.

The proposed project for Little Clear Creek is to replace the existing four 19' untreated pile trestle spans with a permanent type structure having a roadway width of 26'. It may be desirable to relocate the new bridge to the north of the existing bridge in order to ease the curve at the west end of the bridge. If this is done the required road work through a 20' 0-11 with 4' shoulders would be included in the FAS project. If the bridge is constructed on the same location as the existing bridge, any required road approach work would be performed by Clackamas County. Removal of the existing bridge is to be included in the FAS project. The road can be closed during construction.

The proposed project for the Clear Creek Bridge is to replace the existing 100' steel pony truss and two 15' pile trestle approach spans with a permanent type structure similar to that constructed over Clear Creek at Fishers Mill. The roadway width of the new structure is to be 26'. It may be necessary to flare the northeast corner of the bridge to meet a road making a junction at that point. The FAS project is to include removal of the existing bridge and stockpiling the steel truss for county use. The road may be closed during construction. Clackamas County will construct road approaches as required.

The amounts shown for these projects represent preliminary estimates furnished by Mr. Ricketts, Assistant Bridge Engineer, and may be adjusted when more detailed information is available.

4/17/58
(58-c)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 10, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

Reference is made to your letter of April 1 requesting programming of the construction of three bridges with FAS funds available to Clackamas County.

Preliminary estimates for these bridges are as follows:

FAS 122 - Shipley (Tualatin River Bridge). Estimated cost = $50,000.

This estimate includes structural work as requested and placing of road approach fill as required in the event the total length of the approach spans are shortened. The estimate does not include base and wearing surface for required road approaches as the quantities involved would be too small for economical contracting. It is assumed the County would construct the base and wearing surface.

FAS 810 - Little Clear Creek Bridge. Estimated cost = $30,000.

This estimate includes $5,000 for road approaches on the assumption the new bridge location may be shifted to the north in order to improve the curve off of the west end of the bridge. The desirability of this relocation cannot be determined until a survey has been made.

FAS 810 - Clear Creek (Viola) Bridge. Estimated cost = $40,000.

This estimate is for the structure only. Any road approach work would be minor and it is assumed the County would perform this road work as required.

The above estimates are preliminary only. In all cases removal of the existing bridge is included in the estimate.

To aid you in budgeting for the ensuing year, it is estimated that the following FAS funds will be available during the budget year beginning July 1, 1958, and ending June 30, 1959.

NOTED
C. G. SWENSON

	Total Funds	County Share
Unused balance of fiscal year 1959 funds (Does not include $90,000 estimated for right-of-way project.).................	$240,000	$48,000
Estimated fiscal year 1960 FAS funds....	250,000	50,000
TOTAL........	$490,000	$98,000

The cost of the foregoing bridges would come out of the above funds.

It should be emphasized that the above estimate of funds for fiscal year 1960 is based on the assumption that the President will sign the Federal-aid act recently passed by Congress. The amount shown is an estimate only and the total funds may vary two or three thousand either way when official figures become available.

In addition to the above the bill passed by Congress provides for some emergency type funds which would have to be placed under contract prior to December 1 of this year. Details covering these emergency funds are not available at this time; however, there is a possibility that somewhere in the neighborhood of $90,000 of these funds may become available to Clackamas County. As these funds would carry a higher Federal matching ratio than regular Federal-aid funds, Clackamas County's share of the $90,000 is estimated to be only $4,000 to $5,000. If these so-called emergency funds become available we could apply them to the bridge projects instead of regular FAS funds.

Due to the unofficial status of the above funds, it would be appreciated if you would not release them to the newspapers at this time. We will keep you advised of further developments.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
April 7, 1958

Proposed County FAS Bridge Projects
Clackamas County
FAS 122 and 810 File

Mr. E. G. Ricketts
OFFICE

As per our telephone conversation April 4, Clackamas County has proposed the reconstruction of three bridges with available FAS funds. The three bridges are:

FAS 122
Shipley (Tualatin River) Bridge No. 2567. It is proposed to replace the existing pile trestle approach spans and also to replace the handrail on the 160' steel deck truss which is to remain in place. The FAS project would include removal of the spans to be replaced and stockpiling the wooden stringers for future county use. The county will close the road during construction. The roadway width of the new spans would be 26'.

FAS 810
Little Clear Creek Bridge No. 6041. It is proposed to replace the existing four 19' pile trestle spans with a new structure having a roadway width of 26'. The FAS project would include removal of existing bridge. County will close road during construction.

Clear Creek (Viola) Bridge No. 6508. It is proposed to replace the existing bridge (two 15' P.T. spans, one 100' steel pony truss) with a new structure having a 26' roadway. FAS project would include removal of the existing bridge and stockpiling the steel truss for county use. The road will be closed by the county during construction.

It would be appreciated if you could furnish me with an estimate of cost for the three bridges named above and also advise of the length of structure each estimate is based on so that we could add sufficient funds to the bridge estimate to cover required road approach work. Anything you can do to expedite the preparation of this estimate would be appreciated.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
C. G. SWENSON

COUNTY OF CLACKAMAS
COUNTY COURT

C. E. LATOURETTE, JUDGE
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

OREGON CITY 2641
OLIVE 4-6591

COUNTY COURT HOUSE OREGON CITY, OREGON

April 1, 1958

State Highway Commission
City and County Relations
Salem, Oregon

Attentionl John F. Hagemann

Dear Sir:

In keeping with our telephone conversation of March 31st we herewith submit three bridges and declare our intention of applying for reconstruction under Federal Aid program.

-21', 3-22' P.T. spans
60' steel deck truss, 2-21', 19' P.T. spans
26' H.C.

[illegible]

On Bridge No. C2567 on Market Road No. 12, Section 21, T. 2 S., R. 1 E., we propose reconstruction of bridge approaches with new guard rail continuing through the existing steel span. On this bridge the County would reserve the wooden bridge stringers only. If no major changes or alterations are proposed by your engineers for the approaches, the County would take care of this portion of the work.

FAS 122

4-19' P.T. spans [illegible]

Little Clear Cr.

Bridge No. A6041 on Market Road No. 20, Section 15, T. 3 S., R. 3 E., reconstruction with no reservations for material and approaches to be taken care of by the contractor.

-15' P.T.
-100' steel [illegible] truss
148' H.C.

Clear Cr.

Bridge No. C6508 on Market Road No. 20, Section 23, T. 3 S., R. 3 E., reconstruction of bridge with the County reserving the steel truss only. Approaches to be taken care of by the contractor.

FAS 910

The contractor will take care of removal of all old structures and the County will agree that traffic shall be detoured and the roads closed during the period of construction. County will place all detour signs and the contractor maintain all barricades and lights during construction.

RECEIVED
1958
ENGINEER
COUNTY & CITY RELATIONS

Note: 26' Rd'way

We would appreciate an early estimate as to what we can expect the County's share to be so that we may consider it at budget time.

Sincerely,

CLACKAMAS COUNTY COURT

County Judge

Commissioner

S. Ely

Commissioner

SCE/ls
Enc.

RECEIVED
APR 3 1958
OREGON
STATE HIGHWAY COMMISSION

BF-124(15) Hunter Creek Bridge on 1958
Oregon Coast Hwy.
#5305

A

RECEIVED
JAN [illegible] 1960
FOR FILING

[illegible]

5305

January 8, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5305 for construction of Hunter Creek Bridge on the Gold Beach-Pistol River Section of the Oregon Coast Highway in Curry County was completed by the contractor, Tom Lillebo Construction Co., on December 3, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $19,886.41 will be released to the contractor on or after January 18, 1960. The total contract amount is $177,726.79, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
NOV - 9 1959
FOR FILING
BF [illegible]
5305

Salem, Oregon
November 9, 1959

Price Agreement No. 2
Hunter Creek Bridge,
Oregon Coast Highway
in Curry County

Mr. Ivan D. Merchant

Herewith letter from the Bureau of Public Roads relative to Price Agreement No. 2 on the Hunter Creek Bridge. I believe you told me that this was occasioned by the delay incident to the pile driver operators' strike last summer. If so, I do not believe the position of the Bureau is correct, and I would suggest that you make another effort to clear this for participation.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

RECEIVED
OCT 15 1958
FOR FILING

BF 12415

5305

A

FORM 2-125 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 14, 1958

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5305, awarded Sept. 11, 1958, for Hunter Creek Bridge on the Gold Beach-Pistol River Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING
BF-104 (05)
5305

September 12, 1958

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5305 for the Hunter Creek Bridge on the Oregon Coast Highway in Curry County.

This award was based on your bid of $171,368 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

A

RECEIVED
SEP 16 1958
FOR FILING

BF-124 (15)

5315 When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5305 for Oregon Project BF-124(15), Hunter Creek Bridge, Gold Beach South Section of the Oregon Coast Highway, to Tom Lillebo Construction Co. of Reedsport, Oregon, low bidder in the amount of $171,360.00 at the August 26, 1958 bid opening.

Very truly yours,

NOTED
G. S. PAXSON

C. G. Polk
Division Engineer

Orig to
Mr Merchant

S-80(3) O'Shea Cr. Sec. of Tiller- 1956
#5306 Trail Hwy.

A

RECEIVED
[illegible] 1960
FOR FILING
S 80 (3)
5306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1960

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-80 (3)
California Pacific Utilities Company

To: MEMORANDUM

An office audit has been made of the utility billing on the subject voucher. Since the records of the Company are located in San Francisco, California, the cost of a 100% audit on a billing of this size ($588.67) is not feasible.

No citations were made on this billing and the total amount of $588.67, as claimed by the California Pacific Utilities Company, was paid. Federal participation is requested on this billing without a 100% audit.

C H Maison
C. H. Maison
Auditor

cc: Bureau of Public Roads (3)
R. L. Porter
Carl Smith
General Files ✓

RECEIVED
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

(CONTRACT NO.) S-80(3)	(EST. NO.)	(CONTRACT0R)
5306 5306	11 Final	Thornton Bell
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
30659	128277	$ 3,502.42 12-18-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **115 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **August 18, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **December 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
Lc

Warrant Mailed:

DEC 22 1959

RECEIVED
DEC - 9 1959
FOR FILING
[illegible]
5306

December 8, 1959

American Automobile Ins. Co.,
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

State Highway contract #5306 for structure-grading-paving the O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County was completed by the contractor, Thornton-Bell on August 18, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $3,502.42 will be released to the contractor on or after December 18, 1959. The total contract amount is $116,558.84, of which amount $711.33 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: American Automobile Ins. Co.,
Schmeer Insurance Agency
613 Cascade Bldg.,
Portland, Oregon

RECEIVED
NOV [illegible] 1959
FOR FILING
S 80 (3)

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 17, 1959

MEMORANDUM

To:

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-80(3),
California Oregon Power Company

A 100% audit has been made of the Utility Billing on the subject voucher in accordance with the provisions of the Secondary Road Plan (unqualified approval).

No citations were made on this billing and the total amount of $3,071.32 as claimed by California-Oregon Power Company is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal participation in accordance with Bureau of Public Roads PPM 30-4.

C. H. Maison
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
General Files ✓

Form E-1—(Rev.)— 1

S-80(3)

5306

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 17, 1959

Section O'Shea Creek

Kind of work Structure, Grading & Paving.

Highway Tiller-Trail County Douglas

Section prefix 110-1051

Contractor Thornton-Bell

Contract number 5306

Date of contract Sept. 11, 1959

Specified work days 115

Date work started Sept. 15, 1959

Work days used 115

Project authorization $131,093.88

Exclusive of engineering $120,738.76

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $112,668.27

Estimated per cent [illegible] underrun 6.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $10,355.12

Engineering cost to date $9,715.75, 94 %

Date project was completed Aug. 18, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final Estimate was submitted to the Division office Friday Oct. 16.

This will be the final report for this project.

NOTED

Noted
M. N. Juve

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
OCT 19 1959

NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Signed J. R. Hagedorn

Address John R. Hagedorn, Roseburg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.46	0.46		0.46	0.46
Miles partially completed					
Miles completed	0.46	0.46		0.46	0.46
Total estimated quantities (contract)	34,300	9,850	3,500	20 oil 270 agg.	1,310
Total quantities corrected to date	28,200	8,000	3,369	"	1,236
Estimated quantities moved or placed to date	28,200	8,000	3,369	"	1,236
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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SEP [illegible] 1959
FOR FILING
[illegible]
5306

September 22, 1959

American Automobile Insurance Co.,
1120 SW Columbia
Portland
Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Thornton-Bell a portion of the funds heretofore retained by the Commission on contract #5306 for structure-grading-paving the O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County.

This payment, in the amount of $7,409.62, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,496.59. The present payment will be released on or after October 2, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Automobile Insurance Co.,
Schmeer Insurance Agency
613 Cascade Bldg.,
Portland, Oregon

RECEIVED
AUG 26 1959

FOR FILING
S-80 (3)

5306

August 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 18, 1959, on Contract No. 5306, O'Shea Creek Section, in Douglas County, in connection with Federal Aid Project No. S-80(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

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2 1959
FOR FILING

S-0(3)

5306

When replying, refer to:
08-35.4

January 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-80(3)
O'Shea Creek Section of the
Tiller-Trail Highway - Douglas County
Order for State Force Work dated
November 24, 1958 - Grass Seeding,
Fertilizing and Mulching
Contract No. 5306

Dear Sir:

Reference is made to your letter dated December 18, 1958 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

The total estimated amount of the order is $600 with Federal participation of $360.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

orig to Resident

A

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DEC 19 1958

FOR FILING
S-80(3)

5306

December 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching on the O'Shea Creek Section of the Tiller-Trail Highway in Douglas County, Contract No. 5306, in connection with Federal Aid Project No. S-80(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews. The amount is too small to contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $600 with Federal participation of $360.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

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DEC 2 1958
FOR FILING

S-80(3)

5306

December 1, 1958

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Wesley C. Thompson
Bond Manager

Gentlemen:

This will acknowledge your communication of November 25, 1958, referring to your questionnaire on our State Highway Contract with Thornton-Bell, No. 5306. We have contacted our Office Engineer's Division and they have furnished us with a complete breakdown as to the status of payments pertaining to this project, as follows:

Estimate No. 1 - Work done to 10-10-58 (Date estimate due from Field)

Earned	$12,566.00
Retained 10%	1,256.60
Paid	11,309.40

Estimate No. 2 - Work done to Nov. 10, 1958

	Total Amount to Date	Previous Amount	Current Amount
Total Earned	$19,658.00	$12,566.00	$7,092.00
Retained 10%	1,965.80	1,256.60	709.20
Total Payments	$17,692.20	$11,309.40	$6,382.80

To be paid contractor - this estimate $6,382.80

We hope the above comments and figures will give you the necessary information to clear up the discrepancy. If we can be of further help to you, please call on us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Estimate No. 1, Work done to 10-10-58 (Date Est. due from Field)

Earned	$ 12,566.00
Retained 10%	1,256.60
Paid	11,309.40

Estimate No. 2, Work done to Nov. 10, 1958:

	Total Amount to Date	Previous Amount	Current Amount
Total Earned	$ 19,658.00	12,566.00	7,092.00
Retained 10%	1,965.80	1,256.60	709.20
Total Payments	17,692.20	11,309.40	6,382.80

To be paid contractor this estimate 6,382.80

Cec:

Does this give you enough?
If not give me a call on 238 and I will
stop & help you soon.

Doug

NOTED
C. W. HEAD

UNITED PACIFIC
UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

November 25, 1958

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Thornton-Bell, Contract No. 5306

Dear Mr. Head:

On November 19 you very kindly completed a questionnaire of ours regarding the amounts of money owed to the captioned for their contract with the State of Oregon as of November 7, 1958. On this inquiry, you stated that there was an earned estimate #1 in the amount of $11,309.40, which was currently owed, and a retention of $1,256.60 for a total estimate #1 of $12,566. On referring to the November 7 financial statement of Thornton-Bell, I find that they show that they have already been paid $11,306.76, but there was owed to them as of November 7 a current earned estimate of $7,462 and a retention of approximately $1,300.

✓ One thing I do note is that next to the earned estimate of $11,309.40 on our inquiry, you put the notation "10-10-58". Does this mean that that estimate was due on October 10, and if so, I am wondering how much was earned during the following month. Any help you can give us regarding this discrepancy will be appreciated.

Very truly yours
W C Thompson
Wesley C. Thompson
Bond Manager

WCT:jm

RECEIVED
NOV 26 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

Contract 5306

RECEIVED
OCT 31 1958
FOR FILING
11/18

Monthly Transaction No.	Form 2 (9-12 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. S-80(3) 3 5306	**FEDERAL-AID PROJECT AGREEMENT**	County Douglas
		Project No. S-80(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

East end S-80(2) east 0.5 mile
(Oshea Creek Section) on State # 230

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	6-24-58	0.5
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 126,322.00	$ 78,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by
Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the O'Shea Creek Section, Project No. S-80(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the O'Shea Creek Section, Project No. S-80(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. M. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-80(3)

O'SHEA CREEK SECTION OF THE TILLER TRAIL HIGHWAY

IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, September 19, 1958

Type Code 6201
Roadway (Sta. 33/50 to Sta. 59/50)(Contract No. 5306)

Clearing and Grubbing	All	Required		$ 2,000.00
Drainage Excavation, Unclassified	34	cu. yd.	$3.00	102.00
General Excavation, Unclassified	34,100	cu. yd.	0.44	15,004.00
Short Overhaul	126,000	yd.Sta.	0.02	2,520.00
Long Overhaul	440	C-yd.Sta.	0.45	198.00
Finishing Roadbed and Slopes	0.46	Mile	1,000.00	460.00
Rounding Cutbanks	2,300	lin.ft.	0.20	460.00
12-inch Concrete Pipe	330	lin.ft.	2.50	825.00
Metal Guard Rail	850	lin.ft.	3.00	2,550.00
Metal Sight Posts, Double Reflectors	22	only	5.00	110.00
Loose Riprap	500	cu.yds.	5.00	2,500.00
Coarse Crushed Material in Base	8,100	cu.yds.	2.40	19,440.00
3/4"-0 Material in Base	1,480	cu.yds.	2.80	4,144.00
Sprinkling	260	M-Gal.	3.00	780.00
Preparation of Base	0.46	Mile	600.00	276.00
3/4"-0 Material in Binder Course	60	cu.yds.	4.50	270.00
Furnishing and Placing Aggregates	270	cu.yds.	6.10	1,647.00
RC-3 Asphalt	10	tons	60.00	600.00
120-150 Asphalt	20	tons	58.00	1,160.00
RS-2 Asphalt	6	tons	70.00	420.00
Class "B" Asphaltic Concrete	1,310	tons	11.10	14,541.00
Extra for Asphaltic Concrete Approaches	10	only	30.00	300.00
				$70,307.00
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
Seeding and Mulching	All	Required		600.00
Work by California Pacific Utilities Co.	All	Required		150.00
Work by California Oregon Power Co.	All	Required		1,800.00
	Subtotal			$73,857.00
	10% Engr. & Cont.			7,385.70
	Total			$81,242.70

Type Code X021

O'Shea Creek Bridge (Sta. 37+44 to Sta. 39+00)(Contract No. 5306)

Remove Existing Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		5,000.00
Structural Excavation	50 cu.yds.	10.00	500.00
Furnish Steel Piling	360 lin.ft.	5.00	1,800.00
Drive Steel Piles	8 only	100.00	800.00
Class "A" Concrete	296 cu.yds.	72.00	21,312.00
Metal Reinforcement	69,300 lbs.	0.15	10,395.00
8-inch Metal Drain Pipe	44 lin.ft.	5.00	220.00
	Subtotal		$41,027.00
	10% Engr. & Cont.		4,102.70
	Total		$45,129.70

Length of Roadway	0.463 Mile
Length of one structure	0.029 Mile
Total Length	0.492 Mile
Cost of Roadway Per Mile	$175,470.19

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$81,242.70	$50,200.00	$31,042.70
Structure	45,129.70	27,900.00	17,229.70
	$126,372.40	$78,100.00	$48,272.40

State Funds for Construction: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

A

FORM 2-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS,
CHIEF COUNSEL

RECEIVED
OCT 6 1958
FOR FILING

5306

Oct. 6, 1958

Thornton-Bell
P. O. Box 49
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5306, awarded Sept. 11, 1958, for structure, grading and paving on the O'Shea Creek Section of the Tiller-Trail Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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RECEIVED
SEP [illegible] 1958
FOR FILING
S80(3)

5306

September 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 15, 1958, on Contract No. 5306, O'Shea Creek Section, in Douglas County, in connection with Federal Aid Project No. S-80(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
SEP 15 1958

FOR FILING

S-80 (3)

5306

September 12, 1958

Thornton-Bell
Box 49
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5306 for grading, paving, construction of a reinforced concrete bridge and furnishing material in stock pile on the O'Shea Creek Section of the Tiller-Trail Highway in Douglas County.

This award was based on your bid of $125,859 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
AUG 13 1958
FOR FILING

1-90(3)

5306

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 13, 1958

California-Pacific Utilities Company
Myrtle Creek, Oregon

Re: California-Pacific Utilities Co.
Telephone Line Adjustment
O'Shea Creek Section
Tiller-Trail Highway
Douglas County

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The adjustment involves contacts on 5 power poles between Highway Engineer's Stations 41 and 52.

These power poles are located on private property so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the work under Federal regulations.

It is requested that you submit an estimate of the cost of the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as this estimate has been approved authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. John Hagedorn, Roseburg, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED
FORREST COOPER

RECEIVED
AUG 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RM
cc: Mr. L. M. Young
Mr. Forrest Cooper
Mr. Frank Morgan, Mr. F. W. Farrar & Mr. John Hagedorn

FORM E-123-X 25M 5-58

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 13 1958
FOR FILING

1-30(2)

5306

August 12, 1958

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: California Oregon Power Company
Power Line Adjustments
O'Shea Creek Section
Tiller-Trail Highway
Douglas County

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The adjustment involves the relocation of an existing line between Highway Stations 41 and 52. It appears that you hold easements recorded in Book 142, page 409; Book 157, page 470; Book 167, page 271; Book 170, page 228; and Book 170, page 586 so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

It is requested that you submit an estimate of the cost of the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as this estimate has been approved authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. John Hagedorn, Roseburg, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED
FORREST COOPER

RECEIVED
AUG 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan, Mr. F. W. Farrar & Mr. John Hagedorn

RECEIVED
JUL 31 1958
FOR FILING

S-80(3)

5306

Salem, Oregon
July 30, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

This is to advise that the federal-aid right of way prefix 110-2503, recently set-up for the O'Shea Creek Section of the Tiller-Trail Secondary Highway and of which you were notified on June 16th, has been cancelled as no federal-aid is to be claimed on the rights of way to be acquired on that section.

The small amount of right of way cost involved should be charged to general right of way prefix 110-2061. If any charges have been made against prefix 110-2503, please arrange for their transfer to prefix 110-2061.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
JUL [illegible] 1958
FOR FILING
S-80(3)
5326

Salem, Oregon
July 29, 1958

Special Provisions- O'Shea Cr. Section
Tiller - Trail Highway
Contract Construction

Mr. Tom Edwards
Construction Engineer
Salem, Oregon

Please find attached a set of Special Provisions to provide 3,500 cubic yards of maintenance rock on the Tiller-Trail Highway. This rock is to be added to the contract for the O'Shea Creek Section construction project of the Tiller-Trail Highway.

In order to expedite this matter, Mr. Probert's office has been furnished with a copy of the Special Provisions for this material so that he could include it in the specifications for the above contract.

P. M. Stephenson
Assistant State Highway Engineer

EFC:hl

cc: S. H. Probert
E. F. Chidsey

ADDENDUM TO O'SHEA CREEK SECTION
TILLER TRAIL HIGHWAY
DOUGLAS COUNTY

Grading, Structure, Paving
Sta. 34+50 to 58+50
Overall Length 0.48 Miles
+ 3,500 Cubic Yards of Maint. Materials

F. D. Morgan
Division Engineer
July, 1958

SPECIAL PROVISIONS
ESTIMATE OF COST
STATEMENT OF MATERIAL SOURCES

WORK TO BE DONE

Furnishing approximately 3,500 cubic yards of crushed materials in stockpiles.

Specifications:

Specifications "A" Division 2, Section 13

Source of Material:

By Contractor

Acceptable material is available at a State controlled gravel bar at M. P. 2.96 on the Tiller Trail Highway.

Special Requirements:

In Source:

In working this bar the contractor shall take material from the specific area of areas and to the lines, grades and cross-sections designated by the engineer. In general the material shall be taken from a strip of land roughtly paralleling the existing south bank of the South Umpqua River so as to widen and improve the channel of the existing river.

Size of Materials:

1. 3/4" - 0 Materials
2. ½" - ¼" Materials
3. ¼" - 0 Materials

TENTATIVE PLAN OF DISTRIBUTION

	3/4" - 0	½" - ¼"	¼" - 0	Total
A. M. P. 13.0	500			500
B. M.P. 13.4	———	1,000	2,000	3,000
	500	1,000	2,000	3,500

Measurement and Payment:

The pay items will be:

1. 3/4" - 0 Crushed Materials in Stockpile
2. ½" - ¼" Crushed Materials in Stockpile
3. ¼" - 0 Crushed Materials in Stockpile

ESTIMATE OF COST

		Unit	Quantity	Unit Price	Amount
23.	3/4" - 0 Crushed Materials in Stockpile	Cu. Yd.	500	4.00	2,000.00
24.	½" - ¼" Crushed Materials in Stockpile	Cu. Yd.	1,000	4.00	4,000.00
25.	¼" - 0 Crushed Materials in Stockpile	Cu. Yd.	2,000	4.00	8,000.00
					$14,000.00
	+ 20% Engineering and Contingencies				2,800.00
					$16,800.00

Form E-[illegible]—3M—4-55

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date July 22, 1958 County Douglas

Section O'Shea Creek Highway Tiller Trail

Length 0.48 miles. Limits . . . . Sta. ______ to Sta. ______

Type of improvement Relocation and 3,500 cu. yds. of Maintenance Materials

Surveyed by C. C. Gall Year ______

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. Map File No.	Lab. No.
1	X		G.B.				2.96	O. S. H. D.	1R-2-951	277913
2	x		S.P.				13.0	"	1R-2-1246	
3	x		S.P.				13.4	"	1R-2-1245	

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

a. Descriptions and maps required for above submitted none required, 19___.

b. Hauling roads required? none. Data submitted ______, 19___.

c. Are all required sites included? yes. Balance when? ______.

Signed R H Hogan
Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

State Printing 94080

RECEIVED
JUN 16 1958
FOR FILING
S-80(3)
5306

Salem, Oregon
June 16, 1958

Mr. R. L. Porter
Right of Way Engineer
Office

The following prefix is assigned in advance of BPR authorization to begin acquisition of rights of way:

> O'Shea Creek Section of the Tiller-Trail Secondary Highway in Douglas County. Stations 38 to 61+50. Prefix 110-2503.

The taking of deeds and filing of condemnation suits should not begin until Bureau approval is received.

S. H. Probert
Office Engineer

SHP:bb

DS-137(2) McKenzie River Overflow 1958
Bridges
#5307

Finance 231
Maintenance 380—

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/14/61	oc 683		520-1041-297

INVOICE NUMBER 69997

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: McKenzie River Overflow Bridges, FAS 210. Covered by agreement dated 8/18/58.			
Original advance deposit	$18,300.00		
Less amount previously transferred	6,300.00		
Balance in advance deposit			$12,000.00
County share costs as per attached statement	$ 9,320.46		
Less amount previously transferred	6,300.00		3,020.46
To be retained			$ 8,979.54

ACKNOWLEDGEMENT OF BILLING REQUEST
[illegible] Received with Request: $______________
By ______________________

A 150 (REVISED 7-60)

NOTED

NOTED

September 30, 1959

NOTED
Harold C. Ayers

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the McKenzie River Overflow Bridges on FAS 210. As shown in the attached cost statement, a refund of $8,979.54 is due the County from the State.

In accordance with my 'phone conversation with Mr. Nielsen, we will retain this refund and apply it on the deposit which will be required for the Willamette River Bridge project. We already have on hand a refund of $31,365.26 in connection with the East Unit, Knowles Creek Section of FAS 238 which makes a total on hand of $40,335.80.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. H. O. Walberg

COMPLETED 3/18/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lane

Contract No. 5307

Date 9/30/59

FAS 210

Section McKenzie River Overflow Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$95,992.60
Construction engineering				3,727.86
TOTAL CONSTRUCTION COSTS				$99,720.46
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$70,800.00		
"L" Funds		15,000.00		$85,800.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all over $95,000	$4,720.46
50% of difference between $95,000 cost and federal funds ($95,000 - $85,800) X 1/2 =	4,600.00
Total county share =	$9,320.46

County advance deposit	$18,300.00
Less county share	9,320.46
REFUND DUE COUNTY	$ 8,979.54

JFH:mm

RECEIVED
MAY 1 - 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 29, 1959

[illegible]
(CONTRACT NO.)

5307
(VOUCHER NO.)

9791

(EST. NO.)

7 final
(WARRANT NO.)

H243008

(CONTRACTOR)

Inland Construction Co.
(AMOUNT) (DATE)

$ 7,242.89 4/29/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 120 workdays from September 22, 1958

Time Extensions: None of record

Completion Date: March 18, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: April 30, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: APR 30 1959
GKR

NOTED ON CARD
C

RECEIVED
APR 17 1959
FOR FILING

98-137(2)

5307

April 16, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5307, for McKenzie River Overflow Bridges south of Coburg on the Harrisburg-Eugene Road in Lane County was completed by the contractor, Inland Construction Company, on Mar. 18, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $7,242.89 will be released to the contractor on or after April 27, 1959. The total contract amount is $95,992.60, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

A

RECEIVED
OCT 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

AS-137 ([illegible])

5307

Oct. 10, 1958

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5307, awarded Sept. 11, 1958, for McKenzie River Overflow Bridges on the Harrisburg-Eugene Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-137(2)

McKENZIE RIVER OVERFLOW BRIDGES ON THE HARRISBURG-EUGENE ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X021
Overflow Bridge #1 (Sta. 160+56 to Sta. 161+70)(Contract No. 5307)

Remove Old Bridge and Maintain Traffic	All	Required		$ 4,200.00
Furnishg Treated Timber Piling	1,470	lin. ft.	$ 1.25	1,837.50
Drive Piles	42	only	60.00	2,520.00
Class "A" Concrete	130	cu. yds.	78.00	10,140.00
Metal Reinforcement	49,500	lbs.	.14	6,930.00
Treated Lumber	6	M-fbm	300.00	1,800.00
				$27,427.50

Type Code X021
Overflow Bridge #2 (Sta. 166+22 to Sta. 167+36)(Contract No. 5307)

Remove old Bridge and Maintain Traffic	All	Required		$ 4,200.00
Channel Excavation, Unclassified	800	cu. yds.	$ 1.00	800.00
Furnish Treated Timber Piling	1,260	lin. ft.	1.25	1,575.00
Drive Piles	42	only	60.00	2,520.00
Class "A" Concrete	130	cu. yds.	78.00	10,140.00
Metal Reinforcement	49,500	lbs.	.14	6,930.00
Treated Lumber	6	M-fbm	300.00	1,800.00
				$27,965.00

Type Code X021
Overflow Bridge #3 (Sta. 170+87 to Sta. 172+58)(Contract No. 5307)

Remove Old Bridge and Maintain Traffic	All	Required		$ 6,200.00
Channel Excavation, Unclassified	1,000	cu. yds.	$ 1.00	1,000.00
Furnish Treated Timber Piling	1,800	lin. ft.	1.25	2,250.00
Drive Piles	60	only	60.00	3,600.00
Class "A" Concrete	195	cu. yds.	78.00	15,210.00
Metal Reinforcement	72,900	lbs.	.14	10,206.00
Treated Lumber	9	M-fbm	300.00	2,700.00
				$41,166.00

Subtotal	$96,558.50
10% Engr. & Cont.	9,655.85
Total	$106,214.35

Length of 3 Structures 0.076 Mile

Federal "DS" Funds	$ 70,800.00
Federal "LS" Funds	15,000.00
State Funds	4,600.00
County Funds	15,814.35
	$106,214.35

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

__Note:__ Necessary funds have been deposited by Lane County with the Highway Department.

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

Invoice No. 57521

Date September 12, 1958

Your Req. No.

Billing Request No. cc 446

Credit Distribution: 520-1041-297

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

RECEIVED
SEP 15 1958

Advance Deposit	18,300.00
Partial transfer county's share total cost of McKenzie River Overflow Bridges on FAS 210 covered by agreement dated September, 1958.	6,300.00
To be retained	$12,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ —

By

NOTED
C. G. SWENSON

State Printing 13107

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5307

September 12, 1958

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie 22, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5307 for the McKenzie River Overflow Bridges near Coburg on the Harrisburg-Eugene Road in Lane County.

This award was based on your bid of $96,558.50 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

R

RECEIVED
SEP 10 1958
FOR FILING

Ul-137(2)

5307

September 9, 1958

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Lane County covering the McKenzie River Overflow Bridges (3) on FAS 210 in Lane County.

231

380

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

NOTED
Harold C. Ayers

August 27, 1958

NOTED
John F. Hagemann

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
V. R JONES

Gentlemen:

On August 26 a satisfactory bid was received from the Inland Construction Company of Milwaukie for construction of the McKenzie River Overflow Bridges on FAS 210. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$ 96,558.50
12-1/2% Engineering & Contingencies	12,069.81
Estimated Total Cost..........	$108,628.31
Advance Deposit	
5% of $95,000	$ 4,750.00
100% of all over $95,000	13,628.00
Total........................	$ 18,378.00 or say $18,300

Please make this deposit by means of a check or warrant in the amount of $18,300 payable to the Oregon State Highway Commission, forwarding same to this office. If received prior to September 10, a contract will be awarded at the regular Highway Commission meeting on September 11 and 12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Rcvd
9/9/58
520-1041
Cert # 5307

JFH:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

August 8, 1958

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the McKenzie River Overflow Bridges on FAS 210 upon which bids will be received August 19 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $103,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
John F. Hagemann

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 1, 1958

Lav 210

RECEIVED
JUL 8 1958
ENGINEER
COUNTY & CITY RELATIONS

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Attention: Mr. Walberg

Gentlemen:

Enclosed is a copy of Mr. Ricketts' letter setting forth the methods, type of design, and construction procedure that he went over with you on Friday, June 20.

Of special mention is the method of providing detours and the agreements with the Railroad, if any are required, for you to complete in order to build the fills out to the end detour bridges. As Mr. Ricketts stated, the outside edge of the detour structure will be 28 feet from the center line of the existing road. The right-of-way is 30 feet. Also, there are some pole lines that will require moving in order to obtain this width. You will make the necessary arrangements for this.

The other feature in construction of these bridges is that this type of construction calls for an asphalt wearing surface be placed on the full roadway width to form a roadway crown of 1½" minimum at the gutter and 3" maximum at the roadway center line. The placing of this asphalt wearing surface will be included in the contract unless you advise us that you wish to do this work with County forces. The only reason for so doing is that the bridges will probably be completed in the early, rainy months of 1959. The pavement can be put on later.

Enclosed are prints of the Standard Precast Concrete Deck Panels that we will use on these structures, Drawings No. 13117 and 13118, together with a sketch sheet showing the detour bridge arrangement.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

Enclosure

NOTED
E. G. SW[illegible]

NOTED
E. G. RICKETTS

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 1, 1958

SUBJECT: Re: Bridge Nos. 15137-15139,
FAS 220
McKenzie River Overflow Bridges

To:

Mr. Ivan D. Merchant
Bridge Engineer
Office

LOCATION

This project involves a replacement of three pile trestles located on the Eugene-Coburg Road at M.P. 5.28, M.P. 5.46, and M.P. 5.60 from Eugene, on which road the McKenzie River Bridge is located at M.P. 5.7.

These bridges are located on a tangent, paralleling the Woodburn-Springfield Branch of the S.P.R.R., in which case the center line of the railroad is 60' south of the center line of the highway.

TRAFFIC

Traffic will have to be detoured around these structures during construction. During the construction period, high water will be encountered. Therefore, it is necessary to have a detour which would be above the ordinary high water. To do this, it will be necessary, in order to maintain a two-way detour, to move the existing trestles horizontally toward the railroad so that the center of the 20-foot detour roadway bridge will be 16' from the center of the existing 24-foot pile trestle. This will put the outside edge of the detour road 28' from the center line of the existing road. The right of way as shown on the maps attached is 30'.

CONSTRUCTION TYPE AND PROCEDURE

The most suitable type of construction to comply with the above traffic conditions is our standard pile trestle for precast concrete deck Drawings 13117 and 13118. By using these precast sections, it will permit one-half of the roadway construction of each bridge to be built before it will be necessary to remove the detour trestle and build the second half of the bridge. The roadway on the new bridge will be 30', which for 19-foot spans, will require eight sections of the precast deck panels. In order to do the first half of each bridge, five panels will be required. The pile spacing for the piling of each bent will require the piling to be driven at 6'6" centers instead of the 6'0" centers shown on the standard Drawing No. 13117. Inasmuch as the caps are 16 x 16, the increase of 6-inch spacing will not require a change in the cap sizes. The first half built will require four of the six piling at 6'-6" center to center in the bents to be driven first. The other two piling driven in the second stage of the work, at 6'-0" center to center.

The first operation, of course, is for the contractor to drive the necessary piling to move the structure sideways and he will do this by placing a double cap under the existing cap sufficient to allow 3-inch pipe rollers to be placed between the caps. In order to prevent crushing, the contractor should provide steel plates on top and bottom of the caps for the rollers to roll on as this operation will have to be performed under traffic or at least with a minimum delay to traffic of not greater than 30 minutes at any time.

Attached is a pencil sketch I have made showing the procedure contemplated. You will note on this sketch that I have shown that two piling will be required for the detour. The double cap will allow for the 4-foot overhang required from the original outside piling of the existing structure, especially when the 3 x 10 brace is placed as shown. This will give three piling to hold up the 20-foot roadway of the detour bridge. I believe that a copy of this sketch should be made on the layout sheet of the bidding plans so that the contractor in bidding the work will understand thoroughly what is contemplated.

The only deviation from the above described method is on the curved trestle on Overflow No. 3 which is super-elevated. On this structure, the contractor will need to provide two additional rolling caps so that the present piling can be cut off level in order to be able to move the structure horizontally in line with the bents. In this moving operation, it should be stipulated that the contractor will need to provide a winch for each bent of the trestle that is to be pulled sideways. Should he be able to obtain permission from the Railroad, he could use the railroad trestle bents for anchors for the cable for pulling the bridges sideways; otherwise, some other form of anchorage will be required. It should be definitely specified that he cannot attempt to push the bridges sideways. A cable tie should be required for each bent and especially on the curved structure as the pile bents are on radial lines and the pull has to be in direct line with each bent.

DESIGN FEATURES

On the attached vicinity maps submitted by Mr. Norberg, County Engineer for Lane County, I have indicated on one print for each bridge, the stationing and location of the new treated pile bents. These vicinity maps show the finish grade to which each bridge is to be built. On the maps, I have also indicated the length of treated piling required. The piling for the detour part will be less than the treated piling by 10' or more.

Length of Structures

The new structures will be shorter in length than the existing bridges as follows:

Overflow No. 3 is the longest structure and the present one consists of 13-19' pile trestle spans. The new bridge will consist of 9-19' treated pile trestle spans which will begin at Station 170+87 and continue to 172+58. The fill from the end of the existing bridges at Station 170+06 to the beginning of the new bridge at Station 170+87 will be made by County forces EXCEPT it is desired that the bridge contractor will make the channel change excavation indicated on Overflow No. 3 and Overflow No. 2. This channel change excavation will be moved to the south end of the bridge to make the fill on the left half of the structure. The County will make the fills on the right half up to the location of the detour which will be to the end of the existing trestle at Station 170+06. The contractor will use the channel excavation to make the end fills at the south end of the bridge. He will do this after he has moved the existing bridge over and cut off the existing piling and before proceeding with the driving of the new piling required in the bridge replacement. This will be done one-half at a time and any additional fill that may be required to complete this embankment on one-half of the structure will be completed by the County forces while the contractor is constructing this half of the bridge. He will have access to driving of the new structure for driving piling as the County forces will make the fill for the widened roadway at the north end of Overflow No. 3, which is at Station 172+58. In other words, all fills for the detour structure will be placed by the County on all three bridges and only such channel excavation as is required will be made by the Bridge Contractor.

It appears that the only channel excavation that will be required is on Overflow Trestles 3 and 2, and that no channel excavation will be required at Overflow No. 1. This is as shown on the print for this structure that I have marked up in red pencil.

Overflow No. 2 The original structure consists of 7-19' pile trestle spans. The new structure will consist of 6-19' treated pile trestle spans, beginning at Bent 1 at Station 166+22 and ending at Station 167+36. These new pile trestle bents are offset from the existing pile trestle bents so that there will be no interference. The channel excavation will be made in the same manner as described for Overflow No. 3 (that is, the Bridge Contractor will move only such material as is required for the channel excavation and County forces will complete the yardage required for the ends of the bridge).

Overflow No. 1 The original structure at this location consists of 6-19' pile trestle spans, but due to the skewed crossing of the channel, we have the option of building the new bridge with 5-19' treated pile trestle spans driven at 30° skew (60° intersection angle with the center line of the bridge) or building the new bridge with 6-19' treated pile trestle spans constructed at right angles to the center line of the bridge. Due to the fact that the railroad bridge bents are at right angles to the center line of the railroad, which parallels the center line of the highway; there is no mandatory requirement that the bents on our new bridge should be skewed. The only reason for skewing Overflow No. 1 is to eliminate one span which would also eliminate one pile trestle bent. Due to the fact that we have nine spans in Overflow No. 3 and six spans in Overflow No. 2, these 15 spans will require 120 precast concrete deck panels. A 30-foot roadway for a 19-foot span requires eight panels for each span. If a skewed structure were used for Overflow No. 2, 40 panels would be required instead of 48 panels. However, the design would have to be changed and the forms for making these panels would have to be changed to obtain this skew. Also, the treated pile caps would be longer and would possibly require extra piling for the skewed bent. Therefore, I would consider that the 6-19' spans, without having to make any change in forms, would offset the saving that might be made by altering the forms and changing the design of the bents to obtain the skewed structure. Also, these trestles are all overflow structures. The trend of the current is not particularly involved insofar as passing the overflow water that these structures will carry. Therefore, I would recommend that the 6-19' spans be designed for Overflow No. 1.

The other design feature considered in talking with Mr. Walberg, Road Coordinator, and Mr. Norberg, County Engineer, was that it would be desirable to have poured-in-place curbs and concrete parapet rail for the handrail such as is shown on our standard drawing for the precast beam design, Drawing No. 12763. This can be very readily accomplished as it is going to be necessary to place a temporary wood rail on the outside of the first half of the new bridge after the precast concrete deck panels are placed in order to allow a 19-foot clear roadway for detouring traffic over this side of the structure while the other half is being constructed. Therefore, when the second half is being completed, we will have a 30-foot roadway and the forms for the concrete curb and handrail could be placed on the outside of the second half after the total width of the new bridge had been opened to traffic. As soon as the handrail is completed on one side, the traffic can be shifted to this side so that the poured-in-place handrail can be built on the opposite side. These bridges are located within five miles of Eugene and ready-mix concrete is readily available.

I believe that this suggestion has considerable merit and will not involve any material additional expense,and when completed, will give these structures the appearance of our standard concrete bridges.

CONCLUDING REMARKS

On Friday, June 20, I went over the above described details with Mr. Walberg, in company with Mr. Norberg, and all of the recommendations made met with their entire approval, and in fact, were warmly welcomed because the County was facing a difficult situation in providing a detour that was first considered around these structures. Such a detour would have been more costly than the expense of moving these bridges. In moving the existing bridges sideways as described under the "Traffic", these detours would have to be built on the ground. One followed a circuitous route underneath the railroad trestle which would have involved railroad agreements and considerable road leveling, rocking, and oiling, and when completed, would be subject to being flooded during the high water period. The other route on the north side would have cut through the Armitage State Park, requiring removal of several trees. This did not meet with favorable consideration by our Parks Superintendent, Mr. Armstrong. This detour road would also be subjected to flooding at high water as this road would be built at the ground level with culvert pipes for the waterway openings. These would take a minimum amount of water at the flood stage of the McKenzie River. The method proposed makes it possible for construction to proceed during high water until such time as the high water would get over the existing road. Also, this method does not entail any special agreements with the Railroad. The distance that the trestle would have to be moved sideways to provide the two-way detour requires placing the outside of the bridge 27' or 28' from the center of the existing roadway and the County has a 30-foot right-of-way on the railroad side. The only encroachment on the railroad property that would occur would be when the County forces make the fills at the ends of the detour structures. This fill would not encroach on the waterway area on the railroad structure.

Mr. Walberg and Mr. Norberg advised me that the County will take up any arrangements or agreements that may be necessary with the Railroad in this regard.

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm
cc: Mr. T. C. Heake
Mr. Del DeHart

6-2-58

PROPOSED PROJECT (County DS Funds)
LANE COUNTY

FAS 210, McKenzie River Overflow Bridges (3), $95,000. These structures are located south of the Armitage Bridge over the McKenzie River near the Armitage State Park.

The proposed project is to replace the three existing untreated pile trestle bridges with new reinforced concrete structures on treated piling. The roadway width proposed by the county is 30'. The federal aid project will be for the structures only, including removal of the existing bridges. Lane County is reconstructing the road through a 24' wide asphaltic concrete wearing surface and will provide detours during bridge construction. Lane County will also furnish survey data within the near future.

The $95,000 programmed represents Lane County's share of the DS funds.

approved 6-19-58

DS/FAS-2(58)
6/2/58

MEMO TO J. W. NASH
5/27/58

FAS 210, LANE COUNTY

TERMINI: Three overflow bridges located south of the McKenzie River and near the Armitage State Park (McKenzie River Overflow Bridges (3)).

PROPOSED WORK: Construct one concrete bridge 76' long, one 114' long, and one 190' long.

PROJECT LENGTH: 0.072 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$95,000	$70,800	$4,600	$4,600 (Co.)	$15,000 (L)

EXISTING FACILITY:
STRUCTURES:
#1 - Three 18', three 19' F.T. spans, H.C. 23'-5".
#2 - One 19' F.T., 3-19' P.T., one 19' F.T., two 19' P.T. spans; H.C. 23'-5".
#3 - Five 19' F.T., eight 19' P.T. spans, H.C. 23'-5".

All of the above bridges are untreated timber.

ADJACENT SECTIONS: Being reconstructed by Lane County to a 24' wide asphaltic concrete wearing surface with 6' shoulders.

PROJECT DATA: Construct three reinforced concrete bridges on treated piling, H.C. 30'. Lengths to be 76', 114', and 190'.

ROW WIDTH: 60' minimum.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

FAS 210 serves a highly developed and developing suburban area north of Eugene and a diversified farming area between Coburg and Eugene. It is also a log haul route and connecting route between the cities of Coburg and Eugene and is the access route to the Armitage State Park on the south bank of the McKenzie River. It is a mail and school bus route.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

JFH:mm

RECEIVED
MAY 29 1958
FOR FILING

DS-137(2)

5307

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1958

To: Mr. Ivan Merchant
OFFICE

SUBJECT: McKenzie River Overflow Bridges (3)
~~FAS 210~~, Lane County
DS Fund Project

Attached are three copies of a letter, with attachments, from the Lane County Road Department detailing a requested DS (Crash) Fund project in Lane County. This project will be presented to the Highway Commission for approval on June 19; however, in the meantime it is suggested you might wish to have someone from the Bridge Division contact Mr. Walberg or his assistant, Mr. Strombom, and review the sites and field data the county is preparing. It appears that a standard design for these bridges could be used.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: G. S. Paxson
E. G. Ricketts

RECEIVED
MAY 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR

H. O. STROMBOM
ASSISTANT

NOTED
John F. Hagemann

May 19, 1958

Re: Coburg Road Bridges
FAS Route No. 210
FAS Emergency Funds

RECEIVED
MAY 26 1958
ENGINEER
COUNTY & CITY RELATIONS

State Highway Department
Highway Building
Salem, Oregon

Att: Mr. Clarence G. Swenson
County-City Relations Eng.

Dear Mr. Swenson:

We have been authorized by our Board of County Commissioners to program three bridges for construction under the provisions of the Federal Aid Secondary Emergency Program which, we understand, amounts to approximately $95,000.00 for Lane County.

These bridges are on FAS Route No. 210, as indicated on the attached vicinity map. The section of road in which these bridges are located, carried a traffic volume of 2544 vehicles ADT. It is requested that the State design, prepare for contract, open bids and provide field inspection during construction for these bridges.

Lane County is starting next week to improve Coburg Road from the end of the present pavement to Coburg by widening, realigning and surfacing with asphaltic concrete to a 24 foot width.

Lane County will provide a detour for each bridge, but the contractor shall be responsible for maintaining traffic.

The attached preliminary estimate of these bridges was made up for our own discussion purposes. However, we are enclosing it to indicate the proposed lengths, widths and type of design that we would recommend. We shall leave the maximum loading design to your discretion. However, since this is a main line road and carried all types of traffic, these bridges should be designed to carry at least the 96,000 pound loads for which permits can now be issued.

NOTED
C. G. SWENSON

It would be appreciated if this contract could be awarded prior to July 1st, so that the project could be completed before the fall rains start.

Very truly yours,

H. O. Walberg
Administrator

By:

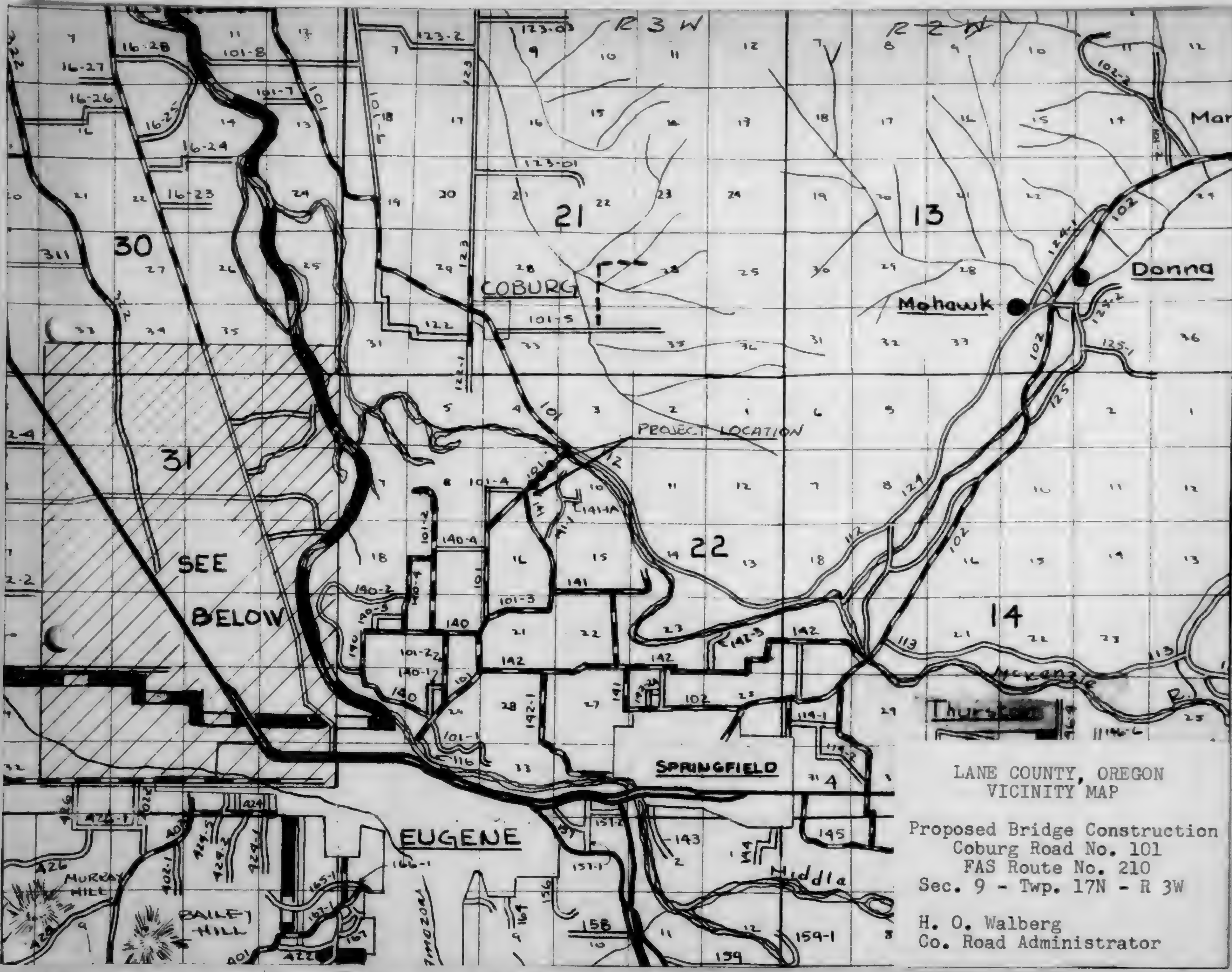
H. O. Strombom
Assistant

W-S:mk
Encl: Vicinity Maps
Estimates

P. S. We are working up the plan and profile for our new road section through this area and will submit to you as soon as completed.

HOS

RECEIVED
MAY 26 1958
OREGON
STATE HIGHWAY COMMISSION



LANE COUNTY, OREGON
VICINITY MAP

Proposed Bridge Construction
Coburg Road No. 101
FAS Route No. 210
Sec. 9 - Twp. 17N - R 3W

H. O. Walberg
Co. Road Administrator

Roadway Section 36'
Paved Section 24'
Bridge width
equals 24' + 6' = 30'

COBURG ROAD

FAS PROJECT - 3 BBRIDGES - CONTRACT

PRELIM - EST.

May 13, 1958
H. O. Walberg

Estimated County FAS Funds (Emergency) 1958 Federal Aid Highway Act, available now, approx $ 95,000.00

County Share of matching $ 12,400.00

BRIDGE	PRESENT LENGTH STA TO STA.	FT.	NEW DISIGN LENGTH	LIN. FT. TOTAL	BRIDGE WIDTH	TOTAL SQ.FT.	PRICE PER SQ. FT.	TOTAL COST
1.	160 + 67.5 - 161 + 79	111.5	4 - 19' Spans	76'	30'	2,280	7.50	17,100.00
2.	166 + 16 - 167 + 51	135.0	6 - 19' Spans	114	30'	3,420	7.50	25,650.00
3.	170 + 06 - 172 + 50	244	10 - 19' Spans	190	30'	5,700	7.50	42,750.00
		490.5		380		Est. Contract Cost..........		85,500.00
						Plus 10 % Contingincies & Construction Engr.		8,550.00
								94,050.00

Total reduction in present length 22.5 %
Type of design: Creosoted piling, cast in place concrete cap, precast stringers, monohthic deck, steel posts, and beam type guard rail.

Detour road constructed in advance of bids by county forces in conjunction with present project.

21-3345 Beverly Beach Park Fencing 1958
Proj. on Oregon Coast Hwy.
#5308

A

1919 N. W. Thurman Street
Portland 9, Oregon, U. S. A.

RECEIVED
DEC 1 1958
FOR FILING

R·M·WADE & Co.
SINCE 1865
PORTLAND, OREGON

Phone CApitol 8-7383

QUOTATION

contract
5308

To C.R. Bennett   noted J.G.   Date 8/12 1958

Address 5308 ~~[illegible]~~, Ore   By Craven

City ______ State ______ Date Interested ______

QUANTITY	NO.		PRICE	
47 -		10 Rd Rolls 50" Diamond Mesh Lawn Fence Ea.	49	08
12		Roll 4 Pt. 13 Ga Barbed Wire Each	9	20
700 -		8 ft Line Posts Per 100	114	80
25 -		9' Brace & Corner Posts Ea	9	34
3		9' End Post Ea	6	50
1500 -		Extra Clips Per M	6	00
1		14' X 58" [illegible] Single Drive Gate	35	00
		F.O.B McMinnville, Ore		
		(Beverly Beach State Park Depoe Bay, O.)		

TOTAL PRICE F.O.B. ~~Portland~~ McMinnville, OREGON

Price Subject to Change Without Notice:

If you desire to order equipment as listed, subject to conditions on reverse side, sign on line accepted and return this form to R. M. Wade & Co.

QUOTATION NOT BINDING ON R. M. WADE & CO. UNTIL ORDER RECEIVED AND ACCEPTED BY AN OFFICER. PRICE SUBJECT TO CHANGE WITHOUT NOTICE.

Accepted ______

Ship Via ______

FORM 3 1-57

RECEIVED
DEC 1 1958
FOR FILING

November 28, 1958

Bennett & Hickey,
Contractors
Burns, Oregon

Attention: Mr. C. R. Bennett

Dear Mr. Bennett:

On September 19, 1958, Mr. Glaisyer wrote you that the Commission would consider the forfeiture of your contract No. 5308. The Commission at its meeting October 24, 1958, accepted your certified check in the amount of $315.00 which you had previously submitted to cover the amount of your five per cent proposal bond for this contract.

The amount of your bid was $6,195.00, five per cent of which is somewhat more than the amount of your check. Within a few days you will receive a refund for the difference.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:js

cc: C. H. Maison, Auditor

agenda
10/24

AGENDA
OCT 23 1958
4e
4e

September 19, 1958

Mr. C. R. Bennett
c/o Bennett & Hickey
Contractors
Burns, Oregon

Attention: Mr. Hugh Harris

Gentlemen:

This is to acknowledge receipt of your letter of September 17, 1958 requesting cancellation of State Highway Contract No. 5308, construction of fencing in Beverly Beach State Park, Lincoln County, and submitting a certified check in the amount of $315 to cover the amount of your proposal bond.

We regret that circumstances are such that you cannot accept the award of this contract. In view of your position, we have no alternative but to readvertise the project for bids at a future date.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme
cc: Commissioners
W. C. Williams
G. H. Maison (2)

Mr. Maison:

I attach hereto a copy of Mr. Bennett's letter together with the certified check that is mentioned therein. I would suggest that the check be deposited in the advance fund account pending action that the Highway Commission and the Engineer takes regarding it. In any event it appears that the amount of the check is slightly more than 5% of the amount of Mr. Bennett's bid and probably the excess amount should be returned to him.

HBG

S+C

C. R. BENNETT
PHONE 5624
BURNS, OREG.

WM. B. HICKEY
PHONE 2484
BURNS, OREG.

BENNETT & HICKEY
CONTRACTORS
BURNS ● OREGON

September 17, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attn. H. B. Glaisyer

Dear Mr. Glaisyer:

Due to an oversight I find I have left out some material on job Number 5308, and my bid is too low also my man on fencing has quit me and I am handicapped on labor.

Enclosed please find my certified check in the amount of $315.00 for Bid Bond , and please cancel this bid.

Very truly yours
C. R. Bennett
Hugh H Harris
By: Hugh Harris-BK

RECEIVED
SEP 19 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORM E-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 17, 1958

Bennett & Hickey
Burns
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

> Contract No. 5308, awarded Sept. 11, 1958 for fencing Beverly Beach Park in Lincoln County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor," is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

HB Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 24 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

2 extra copies of contract on my back desk

RECEIVED
NOV 28 1958
FOR FILING

21-3345

5308

Files

Salem, Oregon
Nov. 25, 1958

Mr. C. H. Maison
Auditor

On September 19, 1958, we forwarded to you a check in the amount of $315.00 (Advance Deposit Fund) from Bennett and Hickey, Burns, who submitted a low bid in the amount of $6,195.00 on August 26, 1958, for construction of fencing in Beverly Beach State Park in Lincoln County, our Contract No. 5308.

Bennett and Hickey defaulted on this contract, and on October 23, 1958, the Highway Commission accepted the forfeiture of five percent of their bid and authorized the refund of the balance from their check. Will you please see that the refund is forwarded to Bennett and Hickey, 83 West Washington St., Burns, Oregon?

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
cm

Form E-1—10M

21-3345

A

OREGON STATE HIGHWAY DEPARTMENT

21-3345

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 27 September, 1958

Section Beverly Beach Park

Kind of work Fencing

Highway Oregon Coast County Lincoln

Section prefix 21-3345

Contractor Bennett & Hickey

Contract number 5308

Date of contract 11 September, 1958

Specified work days 30

Date work started , 19

Work days used 5

Project authorization $ 6,969.38

Exclusive of engineering $ 6,473.78

Per cent of time elapsed 16.7 %

Estimated cost of completed project, exclusive of engineering $ 6,473.78

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 0 %

Engineering authorization $ 495.60

Engineering cost to date $ 56.82, 11.4 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work has been done on this project to date.

No word has been received by this office from the contractor to date.

CONSTRUCTION DIVISION
RECEIVED
SEP 29 1958
NOTED— CE ACE ACE COE

RECEIVED
SEP [illegible]

Signed Wendell E. Schwartz

Address P. O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

FENCING

	XXXXXXX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.47				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities (contract)	470				
Total quantities corrected to date	470				
Estimated quantities moved or placed to date	0				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	19				
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Clear		
Saturday			

RECEIVED
SEP 15 1958
FOR FILING

[illegible]45

5308

September 12, 1958

Bennett and Hickey
℅ 83 W. Washington
Burns, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5308 for the Beverly Beach Park Fencing Project on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $6,195 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

FORM E-123X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAR 18 1958

Agenda 2/27/58

5308

AGENDA
FEB 27 1958

1A-4

February 24, 1958

Oregon State Highway Commission

Gentlemen:

In the final settlement of property for the extended overnight camping area at Beverly Beach in Lincoln County, the Oregon Pulp and Paper Company, who possess most of this land, requested and you approved the fencing of the extended area, amounting to approximately 7,000 lineal feet.

In order to conform with this agreement, it is our desire to contract the fencing. The estimated cost is approximately $5,000.00. I would be pleased to have your approval of the contracting of this item to be let as early as the plans can be prepared.

Very truly yours,

C. H. Armstrong

C. H. Armstrong
State Parks Superintendent

CHA:AJ

cc H. B. Glaisyer
W. C. Williams
C. H. Maison

NOTED
H B GLAISYER

(Parks

1919 N. W. Thurman Street
Portland 9, Oregon, U. S. A.

RECEIVED
DEC 1 1958
FOR FILING

2-3-45

R·M·WADE & CO.
SINCE 1865
PORTLAND, OREGON

Phone CApitol 8-7383

QUOTATION

Contract
5308

noted J. G.

To C. R. Bennett

Date 8/12 1958

Address 5308 [illegible], Or

By Craven

City ______ State ______ Date Interested ______

QUANTITY	NO.		PRICE	
47	–	10 Rd Rolls 50" Diamond Mesh Lawn Fence Ea.	49	08
12		Roll 4 Pt. 13 Ga Barbed Wire Each	9	20
700	–	8 ft. Line Posts Per 100	114	80
25	–	9' Brace & Corner Posts Ea.	9	34
3 ~~5~~		9' End Post Ea	6	50
1500	–	Extra Clips Per M.	6	00
1		14' X 58" Trimesh Single Drive Gate	35	00
		F.O.B. McMinnville, Ore		
		(Beverly Beach State Park Depoe Bay, Ore)		
		TOTAL PRICE F.O.B. ~~PORTLAND~~ McMinnville, OREGON		

Price Subject to Change Without Notice:

If you desire to order equipment as listed, subject to conditions on reverse side, sign on line accepted and return this form to R. M. Wade & Co.

QUOTATION NOT BINDING ON R. M. WADE & CO. UNTIL ORDER RECEIVED AND ACCEPTED BY AN OFFICER. PRICE SUBJECT TO CHANGE WITHOUT NOTICE.

Accepted ______

Ship Via ______

FORM 3 1-57

2306,76
110,40
80360
13350
1950
90,00
35,00
250,00 cement
62,00 Bond
1750,00 Labor
5560,76
556,80 10%
6116,76
50,00 Insurance
2824 [illegible]
6195,00

195
166
29

4908
47
34356
19632
2306,76

920
12
1840
920
11040

11480
7
803,60

934
25
4670
868
133,50

650
3
19,50

1500
6
90,00

"In the event merchandise is ordered pursuant to quotation and accepted by R. M. Wade & Co., the following conditions shall apply:

No agreements, representations, stipulations or conditions, verbal or otherwise, save as mentioned in this quotation, will be recognized.

All goods shipped under this quotation shall be and remain the property of R. M. Wade & Co., and subject to their order at any time they may deem themselves insecure, and until all conditions of this quotation and acceptance thereof, including final payment in full for all of said goods. have been complied with. In case of change of membership in the firm of the purchaser, all accounts or notes for goods purchased hereunder shall immediately become due and payable at the option of R. M. Wade & Co.

Claims for shortage must be made within five days from receipt of shipment by purchaser and not otherwise. Claims on warranties must be made within ten days from discovery and not otherwise.

Purchaser agrees that R. M. Wade & Co. shall not be responsible for any delays in shipping resulting from destruction of warehouses or factories, strikes, lockouts, shortage of merchandise at the factory or plant of R. M. Wade & Co., delays in receiving merchandise from the factory or other sources of supply, or other causes beyond the control of R. M. Wade & Co.

In case purchaser requests cancellation of this order for any cause, it may be done at the sole option of R. M. Wade & Co. upon the payment by the purchaser of 15 per cent of the purchase price as agreed liquidated damages. This paragraph shall not apply where goods have been specially ordered for the purchaser."

1200 per yard

3 | 1750

470
320
150

DS-178(4) Willow Cr., McDowell Cr. 1958
S-378(2) & Oak Cr. Bridges
#5309

Form A-150—5M—6-59

NO D
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

Contract 5309
US-178(4) & S-378(2)

Invoice No. 62487

Date October 16, 1959

Your Req. No.

Billing Request No. co 515

Credit Distribution 522-1079-297

Linn County
Albany, Oregon

Attn: County Court

RECEIVED
OCT 19 1959

Final billing: Willow, McDowell, & Oak Creek Bridges,
FAS 214 & 770. Covered by agreement dated 8/14/58

Original advance deposit	$5,030.00	
Less amt. previous transferred	3,030.00	
Balance in advance deposit		$2,000.00
County share total cost as per attached statement	$4,480.66	
Less amt. previously transferred	3,030.00	
Balance		1,450.66
To be retained		$ 549.34

ACKNOWLEDGMENT OF BILLING REQU

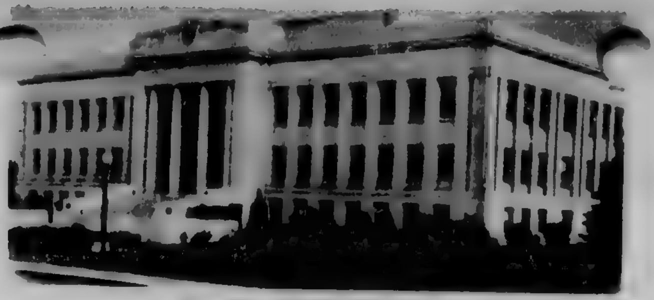
Cash Received with Request: $..................

By ....

State Printing 21127

FLOYD D. JENKS
COMMISSIONER

BURL INGRAM
COMMISSIONER



E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

NOTED
Harold C. Ayers

October 6, 1959

John F. Hagemann

on FAS 216 & 772.
Acc FAS 216

State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Assistant County & City Relations Engineer

Dear Sir:

Replying to your letter in regard to a refund to Linn County on FAS 214 and 770, this is to advise you that it is the opinion of this Court that you retain said credit to apply on future obligations. The amount of the credit being $543.34.

Yours very truly,

Linn County Court

E. G. Arnold
County Judge

EGA:mh

Floyd D. Jenks
County Commissioner

Burl Ingram
County Commissioner

RECEIVED
OCT [illegible] 1959
[illegible]
COUNTY & [illegible]

NOTED

September 30, 1959

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Willow, McDowell, and Oak Creek Bridges on FAS 214 and 770. As shown in the attached cost statement, a refund of $549.34 is due the county.

If the Court wishes, we will retain this refund and apply it against the deposit which will be required in connection with the two county FAS bridge projects upon which we will accept bids October 13. We have on hand two previous refunds totaling $2,116.80 which when added to the above will total $2,666.14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

COMPLETED 2/13/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Linn
Contract No. 5309
Date 9/30/59

FAS 814 & 770
Section Willow, McDowell, & Oak Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$40,056.53
Signing detour				32.56
Construction engineering				3,049.23
TOTAL CONSTRUCTION COSTS				$43,138.32

FEDERAL FUNDS COLLECTED FOR PROJECT

"S" Funds	$10,817.00	
"D" Funds	19,093.00	
"L" Funds	4,267.00	$34,177.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($43,138.32 - $34,177) X 1/2 = $4,480.66

County advance deposit	$5,030.00
Less county share	4,480.66
REFUND DUE COUNTY	$ 549.34

JFH:mm

A

RECEIVED
59
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 21, 1959

92178(4) ~~(CONTRACT NO.)~~ J 2781(2)	(EST. NO.)	(CONTRACTOR)	
5309	5 Final	James F. Turner	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8987	H242230	$5,365.58	4-21-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 40 workdays from September 22, 1958

Time Extensions: None of record

Completion Date: February 13, 1959

Date Accepted: March 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: April 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

APR 23 1959

NOTED ON CARD

RECEIVED
APR 8 - 1959
FOR FILING

[illegible]178(4)
[illegible]378[illegible]
5309

April 7, 1959

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 5309, for Willow, McDowell and Oak Creek Bridges on FAS 770 and 214 in Linn County was completed by the contractor, James F. Turner, on Feb. 13, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $5,365.58 will be released to the contractor on or after April 17, 1959. The total contract amount is $40,056.53, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Bates and Bates
320 South 3rd St.
Corvallis, Oregon

NOTED ON CARD
dm

[illegible] 5309

RECEIVED
OCT 30 1958
FOR FILING

Monthly Transaction No.
11-12

Project Report No.
3

AS-178(4)
S-378(2)
5309

Fo[illegible]2
(9-[illegible]7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

[illegible]e Oregon
County Linn
Project No. S-378(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Oak Creek Bridge, approximately 1.5 miles south of junction FAS 576, on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction		
Other (*Specify*)	7-29-58	0.1

FUNDS

Estimated total cost of project	Federal funds
$ 17,997.00	$ 11,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official Name of Highway Department)

By [illegible]
State Highway Engineer
(title)

By ____________________
(title)

By ____________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Oak Creek Bridge, Project. No. S-378(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Oak Creek Bridge, Project No. S-378(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-378(2)

OAK CREEK BRIDGE ON FAS ROUTE 770

IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code X021
Oak Creek Bridge (Sta. 80+05 to Sta. 81+05)(Contract No. 5309)

Remove Old Bridge	All	Required		$ 500.00
Furnish Treated Timber Piling	780	lin. ft.	$ 1.27	990.60
Drive Piles	30	only	40.00	1,200.00
Class "A" Concrete	128	cu. yds.	65.00	8,320.00
Metal Reinforcement	38,000	lbs.	.12	4,560.00
Treated Lumber	2	M-fbm	350.00	700.00
8-inch Metal Drain Pipe	30	lin. ft.	3.00	90.00
		Subtotal		$16,360.60
		10% Engr. & Cont.		1,636.06
		Total		$17,996.66

Length of Structure 0.019 Mile

Federal Funds	$11,100.00
State Funds	3,448.33
County Funds	3,448.33
	$17,996.66

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint. Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
OCT 29 1958
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
H. B. GLAISYER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS, STATE HIGHWAY ENGINEER
FORREST COOPER, DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS, CHIEF COUNSEL

(2)
5309

Oct. 28, 1958

James F. Turner
3055 Taylor St.
Corvallis, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5309, awarded Sept. 22, 1958, for Willow, McDowell and Oak Creek Bridges on FAS 770 and 214 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-178(4)

WILLOW CREEK AND McDOWELL CREEK BRIDGES

ON FAS ROUTE 214 IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X021
Willow Creek Bridge (Sta. 87+60 to Sta. 88+26)(Contract No. 5309)

Remove Old Bridge	All	Required		$ 900.00
Furnish Treated Timber Piling	720	lin. ft.	$ 1.24	892.80
Drive Timber Piles	24	only	40.00	960.00
Class "A" Concrete	78	cu. yds.	65.00	5,070.00
Metal Reinforcement	21,700	lbs	.12	2,604.00
Treated Lumber	1.5	M-fbm	400.00	600.00
8-inch Metal Drain Pipe	35	lin. ft.	3.00	105.00
				$11,131.80

Type Code X021
McDowell Creek Bridge (Sta. 18+82 to Sta. 19+66)(Contract 5309)

Furnish Treated Timber Piling	480	lin. ft.	1.32	633.60
Drive Piles	24	only	40.00	960.00
Class "A" Concrete	109	cu. yds.	64.00	6,976.00
Metal Reinforcement	30,600	lbs.	.12	3,672.00
Treated Lumber	1.5	M-fbm	400.00	600.00
				$12,841.60
		Subtotal		$23,973.40
		10% Engr. & Cont.		2,397.34
		Total		$26,370.74

Length of 2 Structures 0.028 Mile

Federal "DS" Funds -	$19,600.00
Federal "LS" Funds -	4,100.00
State Funds -	1,335.00
County Funds -	1,335.74
	$26,370.74

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

Form A-150—10M—6-58

NOTED
V. R. JONES

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 57522

Date September 12, 1958

Your Req. No.

Billing Request No. cc 447

Credit Distribution: 522-1079-29

Linn County
Albany, Oregon

Attn: County Court

RECEIVED
SEP 15 1958
COUNTY

Advance Deposit	5,030.00
Partial transfer County's share total cost of Willow and McDowell Creek Bridges, FAS 214, and Oak Creek Bridge, FAS 770, covered by agreements dated September, 1958.	3,030.00
To be retained	$2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ 0

By

NOTED
C. G. SWENSON

State Printing 13107

NOTED
Harold C. Ayers

September 12, 1958

NOTED
V. R JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. [illegible]

Gentlemen:

This is to advise that Contracts Nos. 5309 and 5310 for constructing the Willow, McDowell, and Oak Creek Bridges on FAS 214 and 770 and the Bates Park Bridge on FAS 214 were awarded to James F. Turner. A copy of the contracts will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

(#5309 only)
Contract Mailed
9-30-58

Contract #5310 Mailed
10-1-58

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

August 27, 1958

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On August 26 a satisfactory bid was received from James F. Turner of Corvallis for constructing the Willow and McDowell Creek Bridges on FAS 214, the Oak Creek Bridge on FAS 770, and the Bates Park Bridge on FAS 214. As per the agreements between county and state, the following advance deposits are required prior to award of contracts:

522-1079
Cert#
5309

Willow & McDowell Creek Bridges (DS Funds)		
Bid Items	$23,973.40	
12-1/2% Engineering & Contingencies	2,996.68	
Estimated Total Cost..........	$26,970.08	
Advance Deposit of 5%......................		$ 1,350
Oak Creek Bridge (Regular FAS) ✓		
Bid Items	$16,360.60	
12-1/2% Engineering & Contingencies	2,045.07	
Estimated Total Cost..........	$18,405.67	
Advance Deposit of 20%......................		$ 3,680
Bates Park Bridge (Regular FAS)		5,030
Bid Items	$51,267.00	
12-1/2% Engineering & Contingencies	6,408.38	
Estimated Total Cost..........	$57,675.38	
Advance Deposit of 20%......................		$11,500
TOTAL ADVANCE DEPOSIT......................		$16,530

522-1080
Cert#
5310

Please make these deposits by means of a check or warrant in the amount of $16,530 payable to the Oregon State Highway Commission, forwarding same to this office. If received prior to September 10th, contracts will be awarded at the regular Highway Commission meeting on September 11 and 12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Rec'd 9/5/58
CW

NOTED
C. G. SWENSON

JFH:mm

A

RECEIVED
SEP 15 1958
FOR FILING

[illegible]-78(4)
[illegible] 275(2)
5309

September 12, 1958

Mr. James F. Turner
3055 Taylor Street
Corvallis, Oregon

Dear Mr. Turner:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5309 for the Willow Creek, McDowell Creek and Oak Creek Bridges in Linn County.

This award was based on your bid of $40,334 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

FORM E-30 50M 6-57—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1958

SUBJECT: FAS Project Agreements
FAS 770, Linn County

To:
Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

7 in 228
mai 377

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Oak Creek Bridge on FAS 770 in Linn County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Floyd Query
Assistant Secretary

rn

SEP 4 1958
COU[illegible]

RECEIVED
SEP 4 - 1958

FOR FILING
Lx-178(4)
S. 378(2)
5301

Maint. # 376
Finance # 227

Salem, Oregon
September 4, 1958

FAS Project Agreements
FAS 214, Linn County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Willow Creek and McDowell Creek Bridges on FAS 214 in Linn County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Linn County Court.

Assistant Secretary

rm
Attach: 5

FORM E-30 50M 8-57—0563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1958

To: Mr. G. S. Paxson
OFFICE

SUBJECT: FAS Project Agreements
FAS 214, Linn County

Attached are three copies of a finance agreement covering the Willow Creek and McDowell Creek Bridges on FAS 214 in Linn County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The McDowell Creek Bridge was approved by the Highway Commission June 19, 1958, and the Willow Creek Bridge was approved on July 31, 1958.

Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 22, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min Page 38 & 7-31-58 min page 48
Floyd Query
asst Secretary

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
August 22, 1958

FAS Project Agreements
FAS 214, Linn County

Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Willow Creek and McDowell Creek Bridges on FAS 214 in Linn County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The McDowell Creek Bridge was approved by the Highway Commission June 19, 1958, and the Willow Creek Bridge was approved on July 31, 1958.

John D. Graham
Office Engr., County and City Relations

JDG:[redacted]
Att.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

August 8, 1958

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies each of two agreements covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Willow, McDowell, and Oak Creek Bridges on FAS 214 and 770 upon which bids will be received August 19.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for these projects, including engineering and contingencies, is $23,000 for the Oak Creek Bridge and $32,000 for the Willow and McDowell Creek Bridges; however, the low bids received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat these estimates as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
Harold C. Ayers

Salem, Oregon
July 29, 1958

Willow Creek Bridge
FAS 214, Linn County

Mr. Ivan Merchant
OFFICE

NOTED
John F. Hagemann

Attached are six copies of a tabulation describing the Willow Creek Bridge on FAS 214 in Linn County. This project is being submitted to the Highway Commission for approval on July 31, however, you already have the vicinity map for this bridge furnished by Mr. Larsen, Linn County Engineer. Mr. Larsen also furnished vicinity maps for the McDowell and Oak Creek Bridges approved by the Highway Commission 6/19/58

As approved by the Highway Commission the McDowell and Oak Creek Bridges were to be constructed with DS funds and the Willow Creek Bridge with regular FAS funds. In order to make the DS project more nearly fit available DS funds and reduce the number of project numbers, it is planned to construct the McDowell and Willow Creek Bridges, FAS 214, as a DS project and the Oak Creek Bridge, FAS 770, as a regular FAS project. Both projects, however, may be combined under one contract.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att: 58-s

cc: G. S. Paxson
V. G. O'Neil
Frank Hall

NOTED
C. G. SWENSON

PROPOSED PROJECT
LINN COUNTY

FAS 214, Willow Creek Bridge, $16,000. This bridge is located approximately 1.7 miles east of the southerly junction of FAS 214 with FAP Route.

The proposed project is to construct a new bridge having a roadway width of 24 feet.

Mr. Larsen, Linn County Engineer, has submitted a vicinity map which is in the hands of the bridge division.

58-e
7/14/58

RECEIVED

FOR FILING

FORM 2-30M—37,500—5-57—5477

ES-17884)
S-398(2)
5309

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

To: Mr. Ivan Merchant
OFFICE

SUBJECT: Willow Creek Bridge
FAS 214, Linn County

Attached are six copies of a tabulation describing the Willow Creek Bridge on FAS 214 in Linn County. This project is being submitted to the Highway Commission for approval on July 31; however, you already have the vicinity map for this bridge furnished by Mr. Larsen, Linn County Engineer. Mr. Larsen also furnished vicinity maps for the McDowell and Oak Creek Bridges approved by the Highway Commission 6/19/58.

As approved by the Highway Commission the McDowell and Oak Creek Bridges were to be constructed with ES funds and the Willow Creek Bridge with regular FAS funds. In order to make the ES project more nearly fit available ES funds and reduce the number of project numbers, it is planned to construct the McDowell and Willow Creek Bridges, FAS 214, as a ES project and the Oak Creek Bridge, FAS 770, as a regular FAS project. Both projects, however, may be combined under one contract.

John F. Hagemann
John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att: 58-e

cc: G. S. Paxson
V. G. O'Neil
Frank Hall

G. S. PAXSON

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSED PROJECT
LINN COUNTY

FAS 214, Willow Creek Bridge, $16,000. This bridge is located approximately 1.7 miles east of the southerly junction of FAS 214 with FAP Route.

The proposed project is to construct a new bridge having a roadway width of 24 feet.

Mr. Larsen, Linn County Engineer, has submitted a vicinity map which is in the hands of the bridge division.

58-e
7/14/58

MEMO TO J. W. NASH
7/14/58

NOTED
V. R JONES

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 214, LINN COUNTY

TERMINI: Bridge over McDowell Creek located approximately 4 miles east of the southerly junction of FAS 214 with FAP Route 37 and bridge over Willow Creek approximately 1.7 miles east of the same junction (McDowell and Willow Creek Bridges).

PROPOSED WORK: One concrete bridge 84 feet long and one concrete bridge 66 feet long.

LENGTH: 0.028 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$35,000	$18,800	$1,100	$11,100 (Co) $4000 (L)

EXISTING FACILITY: McDowell Creek: 1-15', 1-21', 1-15' untreated P. T. spans, H. C. -17' 3", deteriorated condition. Willow Creek: 3-19' untreated P. T. spans, H. C. -17' 3", deteriorated condition.

ADJACENT SECTIONS: McDowell Creek: 22' wide gravel wearing surface on 26' wide roadway. Willow Creek: 20' wide oil mat wearing surface with 6' shoulders.

PROJECT DATA: McDowell Creek: Construct 3-28' reinforded concrete beam spans on treated piling with a horizontal clearance of 24' on an improved grade and alignment. Linn County will construct road approaches to state standards. Willow Creek: Construct 3-22' reinforced concrete beam spans on treated piling with a horizontal clearance of 24' on the same site as the existing bridge.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

Route data for FAS 214 submitted with Bates Slough Bridge Project.

NOTED
JOHN D. GRAHAM

JFH:be

MEMO TO J. W. NASH
7/14/58

NOTED
V. R. JONES

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 770, LINN COUNTY

TERMINI: Bridge over Oak Creek located approximately 1.5 miles south of the junction of FAS 770 with FAS 576 (Oak Creek Bridge).

PROPOSED WORK: One concrete bridge 90' long.

LENGTH: 0.002 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000 (Co)

EXISTING FACULTY: 4-19' untreated P. T. spans, H.C.-19'3",deteriorated condition.

ADJACENT SECTION: 19' wide oil mat wearing surface with 4' to 5' shoulders. County plans to reconstruct through 20' asphaltic conrete pavement with 4' shoulders in the near future.

PROJECT DATA: Construct 3-30' reinforced concrete deck girder spans on treated piling, H. C. -26'.

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

Route data submitted under Oregon Project S-378 (1).

NOTED
JOHN D. GRAHAM

JFH:be

PROPOSED PROJECT (County DS Funds)
LINN COUNTY

FAS 126 - West Scio-Scio Section, paving, 1.5 miles, $30,000. This section extends from the road intersection immediately east of the S.P.R.R. tracks at West Scio easterly to the Scio city limits.

The proposed project is to construct an asphaltic concrete wearing surface 20' wide over the existing 18' oil mat with 6'-plus shoulders. The federal aid project will be for the paving only. Linn County will place shoulder rock 4' in width after completion of the paving.

✓ FAS 214 - McDowell Creek Bridge, $12,000. This bridge is located near McDowell Creek School approximately 4 miles east of the junction of FAS 214 with FAP Route 37 (S. Santiam Highway). It carries highway department inventory no. 11,955.

The proposed project is to construct a new bridge with a 24' roadway over McDowell Creek on a revised location. The project will be for the structure only. Linn County will construct road approaches and remove the existing bridge. The existing bridge will carry traffic during construction of the new structure.

Linn County will furnish a vicinity map for this structure.

✓ FAS 770 - Oak Creek Bridge, $13,000. This bridge is located approximately 1.5 miles south of the junction of FAS 770 with FAS 576. It carries highway department inventory no. 12405.

The proposed project is to replace the existing 76' long untreated timber pile trestle with a new structure having a 26' wide roadway. Removal of the existing bridge is to be included in the project. Linn County will construct road approaches as required. The road will be closed during construction and for this reason the county has requested precast "bathtub" sections on treated piling be used. Linn County has a total of $55,000 of D funds available for the above projects and will furnish all costs in excess of this amount. The amounts programmed above may be shifted between projects as required.

Approved 6-19-58

DS/FAS-2(58)
6/2/58

NOTED
Harold C. Ayers

Salem, Oregon
May 28, 1958

Proposed DS Projects,
FAS 126, 214, & 770, Linn County

Mr. Forrest Cooper
OFFICE

NOTED
John F. Hagemann

Attached is a suggested letter, with map attachments, to Mr. Edwards requesting preparation of survey orders for three projects requested by Linn County for construction with DS funds. These projects will be presented to the Highway Commission for approval at its June 19-20 meeting.

Linn County has $55,000 available DS funds and will furnish all costs in excess of this amount. The county also has most of the required survey data and will furnish same.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
[illegible]

NOTED
John F. Hagemann

FORM E-30X—37,800—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Forrest Cooper
May 28, 1958

To: Mr. Tom Edwards
OFFICE

SUBJECT: Preparation of Survey Orders,
Proposed DS Projects:
FAS 126, 214, & 770 - Linn County

Please take whatever steps are necessary to prepare proper survey orders covering projects requested by Linn County for construction with available DS funds.

The locations of these projects are shown on the attached maps and the projects are described as follows:

✓ FAS 126, West Scio-Scio Section, 1.5 miles, paving. This section extends from a road intersection immediately east of the S.P.R.R. tracks at West Scio easterly to the Scio city limits. The project will be for constructing a 20' X 3-1/2" asphaltic concrete pavement over the existing 18' oil mat and 6'-plus gravel shoulders. The county will place 4' shoulder rock after completion of paving.

✓ FAS 214, McDowell Creek Bridge, structure only. This bridge is located near the McDowell Creek School approximately 4 miles east of the junction of FAS 214 with the South Santiam Highway. The project is for construction of a new bridge with a 24' roadway on a revised location. The county will construct road approaches and remove the existing bridge. The existing bridge will carry traffic during construction. The existing bridge is highway department inventory #11955.

✓ FAS 770, Oak Creek Bridge, structure only. This bridge is located 1.5 miles south of the junction of FAS 770 with FAS 570 and carries highway department inventory #12405. The project will be for a 26'-wide-roadway structure only, including removal of the existing bridge. The county will construct road approaches. In order to reduce the period of road closure, the county has requested use of the precast "bathtub" sections on treated piling if possible.

The county has survey data on the section to be paved and is preparing vicinity maps for the two bridges so very little preliminary engineering will be required of the state.

Forrest Cooper
Forrest Cooper
Deputy State Highway

NOTED
JOHN D. GRAHAM

JFH:mm
Att.
cc: G. S. Paxson
Ivan Merchant
C. G. Swenson ✓

NOTED
C. G. SWENSON

RECEIVED
MAY [illegible] 1958
ENG[illegible]ER
COUNTY & [illegible]TIONS

S-178(3)   Bates Park Br. over South   1958
Santiam River
#5310

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

DATE [illegible]	BILLING REQ. NO. [illegible]	YOUR ORDER NO.	INVOICE NUMBER 6366
			CREDIT DISTRIBUTION [illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
John E. Hagemann

NOTED
Harold C. Ayers

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]			
[illegible]			
[illegible]		[illegible]	
[illegible]		[illegible]	
[illegible]			[illegible]
[illegible]		[illegible]	
[illegible]		[illegible]	
[illegible]			[illegible]
[illegible]			[illegible]

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible] with Request: $________________
By________________________

A 150X (REVISED 12-50)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
C. G. SWENSON

January 28, 1960

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Bates Park (South Santiam River) Bridge on FAS 214. As shown in the attached cost statement, a refund of $412.01 is due the County.

In accordance with previous correspondence, this refund is being retained as part of the advance deposit for the Brush Creek Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. Walter Larsen, County Engineer

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1/14/60

County Linn Contract No. 5310 Date Completed 5/1/59

FAS 214 Section Bates Park (South Santiam) Bridge

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$51,686.64
Construction engineering.	5,663.34
TOTAL CONSTRUCTION COSTS.	$57,349.98
FEDERAL FUNDS COLLECTED FOR PROJECT	$35,174.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($57,349.98 - $35,174) X 1/2 =	$11,087.99
County advance deposit	$11,500.00
Less County share	11,087.99
REFUND DUE COUNTY	$ 412.01

JTH:mm

Contract 5310

Monthly transaction number 12-46	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project number **S-178(3)**

RECEIVED
6 [illegible] 1959
FOR FILING

S 178(3)
5310

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 29**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project	$ **57,437.00**
Revised Federal funds	$ **35,174.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **December**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

December 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Bates Park (S. Santiam River) Bridge, Project S-178(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWG:jb

Contract No 5310

A

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OCT 3 1958
FOR FILING
449

Monthly Transaction No.	For -2 (9-1 57)	State Oregon
Project Report No. S-178(3)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	County Linn
5310	FEDERAL-AID PROJECT AGREEMENT	Project No. S-178(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

South Fork Santiam River Bridge, approximately 4 miles S. E. junction FA 37, on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-22-58	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 56,394.00	$ 34,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bates Park (S. Santiam River) Bridge, Project No. S-178(3).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bates Park (S. Santiam River) Bridge, Project No. S-178(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-178(3)

BATES PARK (SOUTH SANTIAM RIVER) BRIDGE ON THE McDOWELL CREEK ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code X032
Bates Park Bridge (Sta. 200+94.71 to Sta. 202+56)(Contract No. 5310)

Remove Existing Bridge	All Required		$ 5,507.00
Shoring, Cribbing, Etc.	All Required		250.00
Structural Excavation	145 cu. yds.	$ 5.00	725.00
Excavation Below Elevation Shown	25 cu. yds.	5.00	125.00
Furnish Steel Piling	200 lin. ft.	6.00	1,200.00
Drive Steel Piles	5 only	65.00	325.00
Class "A" Concrete	187 cu. yds.	72.00	13,464.00
Metal Reinforcement	26,000 lbs.	.145	3,770.00
Structural Steel	All Required		25,901.00
	Subtotal		$51,267.00
	10% Engr. & Cont.		5,126.70
	Total		$56,393.70

Length of Structure 0.066 Mile

Federal Funds	$34,800.00
State Funds	10,796.85
County Funds	10,796.85
	$56,393.70

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

A

RECEIVED

S 178(3)

5310

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 28, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5310	8 Final	James F. Turner

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18217	4321	$ 1,871.02	7/27/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from September 22, 1958

Time Extensions: 1 Extension of Time - 15 days allowed

Completion Date: May 1, 1959

Date Accepted: May 28, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: July 29, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUL 29 1959

JC

NOTED ON CARD

JC

RECEIVED
JUL 15 1959
FOR FILING
3178(2)
5310

July 15, 1959

Fireman's Fund Indemnity Company
401 California Street
San Francisco 20
California

Gentlemen:

State Highway contract #5310 for Bates Park Bridge construction on the McDowell Creek County Road (FAS 214) in Linn County was completed May 1, 1959, by the contractor, James P. Turner, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $1,871.02 will be released to the contractor on or after July 27, 1959. The total contract amount is $51,686.64, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Fireman's Fund Indemnity Company
Bates & Bates
320 South 3rd
Corvallis, Oregon

A

RECEIVED
JUN - 5 1959

FOR FILING

[illegible]

5310

June 1, 1959

Mr. James F. Turner
3055 Taylor Street
Corvallis
Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 28, 1959, had under discussion your request for 30 additional workdays within which to complete your Contract #5310, Bates Park Bridge construction on the McDowell Creek County Road (FAS 214) in Linn County.

We are pleased to inform you that the State Highway Commission granted 15 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: J. D. Walker
O. R. Kennon
Ivan Merchant

APPROVED BY HIGHWAY COMMISSION
DATE May 28, 1959
C. W. Heal
Asst. Secretary

A

RECEIVED
MAY 29 1959
~~FOR FILING~~
J178 (3)

5310

May 27, 1959

Fireman's Fund Indemnity Company
401 California Street
San Francisco 20
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to James F. Turner on contract #5310, covering the Bates Park Bridge construction on McDowell Creek County Road (FAS 214) in Linn County.

This payment, in the amount of $4,049.68 will be released to contractor on or after June 8, 1959. The retained percentage is $1,540.69.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Fireman's Fund Indemnity Company
Bates & Bates
320 South 3rd
Corvallis, Oregon

A

RECEIVED
MAY 5 - 1959
FOR FILING
S 178 (3)

5310

May 4, 1959

Request for extension of time
No. 1
May 28-29 Commission meeting

Oregon State Highway Commission

Gentlemen:

Re: Bates Park Bridge
Linn County
F.A.P. No. S-178 (3)
Contract No. 5310

A contract was awarded to James F. Turner on September 11, 1958 for reconstruction of a portion of the Bates Park Bridge over the South Santiam River. The contract allowed 100 workdays for completion. The structure was turned over to the County in 106 workdays for approach road work and opened to traffic in 110 workdays, at which time all work was completed except painting of structural steel. Painting of steel will be done as soon as the weather permits and will not interfere with traffic.

A change in structural steel specifications was made after the award of the contract, which change delayed shop fabrication and field erection. The contract provides that changes in specifications shall be cause for increasing the number of workdays, without assessment of liquidated damages, to the extent that the change actually increased the workdays required to complete the contract. It is recommended that an increase of 15 workdays be allowed without assessment of liquidated damages.

This is a County FAS project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

IDM/mm me

W. C. Williams
State Highway Engineer

Enclosure

cc Mr. Ivan D. Merchant

1958 & 1959

4-10-59

FAS 214 **County** Linn **Contract No.** 5310

Section

Location 58-C-19 } [illegible] from East

58-C-20 } " " " W.
59-C-61 }

SEE: ORG 7
Covered Bridges for pictures

RECEIVED
NOV 6 - 1958
FORM 2-128 5M 4-55

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

2-178 (-)

5310

Nov. 6, 1958

James F. Turner
3055 Taylor Street
Corvallis, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5310, awarded Sept. 11, 1958, for Bates Park Bridge over South Santiam River on McDowell Creek County Road (FAS 214) in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Form A-180—10M—6-58

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

Invoice No. 57523

Date September 15, 1958

Your Req. No.

Billing Request No. CC 448

Credit Distribution: 522-1080-29

Linn County
Albany, Oregon

Attn: County Court

RECEIVED
SEP 15 1958
[illegible]
COUNTY [illegible]

Advance Deposit	11,500.00
Partial transfer county's share total cost of Bates Park Bridge on FAS 214 covered by agreement dated September 1958.	8,500.00
To be retained	$3,000.00

OWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

By

NOTED
G. SWENSON

State Printing 13107

NOTED
Harold C. Ayers

September 12, 1958

NOTED
V. R JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
John [illegible]

Gentlemen:

This is to advice that Contracts Nos. 5309 and 5310 for constructing the Willow, McDowell, and Oak Creek Bridges on FAS 214 and 770 and the Bates Park Bridge on FAS 214 were awarded to James F. Turner. A copy of the contracts will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

(#5309 only)
Contract Mailed
9-30-58

Contract #5310 Mailed
10-1-58

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

August 27, 1958

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

On August 26 a satisfactory bid was received from James F. Turner of Corvallis for constructing the Willow and McDowell Creek Bridges on FAS 214, the Oak Creek Bridge on FAS 770, and the Bates Park Bridge on FAS 214. As per the agreements between county and state, the following advance deposits are required prior to award of contracts:

22-1079
wt #
5309

Willow & McDowell Creek Bridges (DS Funds)		
Bid Items	$23,973.40	
12-1/2% Engineering & Contingencies	2,996.68	
Estimated Total Cost..........	$26,970.08	
Advance Deposit of 5%........................		$ 1,350

Oak Creek Bridge (Regular FAS)		
Bid Items	$16,360.60	
12-1/2% Engineering & Contingencies	2,045.07	
Estimated Total Cost..........	$18,405.67	
Advance Deposit of 20%........................		$ 3,680

22-1080
wt #
5310

Bates Park Bridge (Regular FAS)		
Bid Items	$51,267.00	
12-1/2% Engineering & Contingencies	6,408.38	
Estimated Total Cost..........	$57,675.38	
Advance Deposit of 20%........................		$11,500
TOTAL ADVANCE DEPOSIT........................		$16,530

Please make these deposits by means of a check or warrant in the amount of $16,530 payable to the Oregon State Highway Commission, forwarding same to this office. If received prior to September 10th, contracts will be awarded at the regular Highway Commission meeting on September 11 and 12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Rec'd 9/5/58
CW

NOTED
C. G. SWENSON

A

RECEIVED
SEP 15 1958
FOR FILING

B-178 ([illegible])

5310

September 12, 1958

Mr. James F. Turner
3055 Taylor Street
Corvallis, Oregon

Dear Mr. Turner:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5310 for the Bates Park Bridge over the South Santiam River on McDowell Creek Road in Linn County.

This award was based on your bid of $51,267 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
SEP 1 - 1958
FOR FILING

A-178(2)

5310

Maint. #379
Finance #230

Salem, Oregon
September 4, 1958

FAS Project Agreements
FAS 214, Linn County

Mr. C. G. Swenson
City & County Relations Dept. Engr,
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Bates Park Bridge on FAS 214 in Linn County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Assistant Secretary

rm
Attach:

FORM E-30 50M 6-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1958

SUBJECT: FAS Project Agreements
FAS 214, Linn County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Bates Park Bridge on FAS 214 in Linn County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The Highway Commission approved the project January 16, 1958.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Aug 22, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-16-58 Min. Page 38
Floyd Query
Ass't Secretary

RECEIVED
SEP 4 - 1958
FOR FILING

S.175(3)

5310

September 4, 1958

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Linn County covering the Bates Park Bridge on FAS 214 in Linn County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
Floyd Query, Assistant Secretary

rn
Enc.

NOTED
Harold C. Ayers

August 8, 1958

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Bates Park (South Santiam River) Bridge on FAS 214 upon which bids will be received August 19.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $59,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than August 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

MEMO TO J. W. NASH

3/20/58

FAS 214, LINN COUNTY

NOTED
John F. Hagemann

TERMINI: Bridge span over the South Fork Santiam River located approximately 4 miles southeasterly from the junction of FAS 214 with FAP Route 37 southeast of Lebanon.

PROPOSED WORK: Construct two 80' long welded steel beam spans.

PROJECT LENGTH: 0.03 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$50,000	$30,000	$10,000	$10,000	(County)

EXISTING FACILITY:

STRUCTURE: Two 19' P.T. spans, one 139'6" Howe Truss, one 14' F.T. span, one 153'9" covered Howe Truss, two 19' F.T. spans. H.C. equal 15'8" over 139'6" truss and 17'3" over 153'9" truss. The 139'6" truss is badly deteriorated and requires immediate replacement. The 153'9" truss is in excellent condition.

ADJACENT SECTIONS:

WEST END: Oil mat wearing surface 22' wide with 6' shoulders in excellent condition.

EAST END: A 153'9" covered Howe Truss having a H.C. of 17'3" and in excellent condition. The road adjacent to this truss is a 22' wide gravel wearing surface on a 26' roadway.

PROJECT DATA:

STRUCTURE: It is proposed to replace the westerly two 19' P.T. spans, one 139'6" Howe Truss, and one 14' F.T. span with two 80' welded steel beam spans with concrete roadway having a H.C. clearance of 22'. The easterly 153'9" covered Howe Truss and F.T. approach spans are to remain in place. Any required road approach work will be constructed by Linn County without federal cooperation.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: Both the 22' roadway width on the new spans and the 17'3" roadway width on the truss to remain in place meet minimum AASHO standards for new bridges and bridges to remain in place for roads of this traffic volume; however, these varying widths will be incorporated in the same structure. An examination of the truss to remain in place showed it to be in excellent condition and adequate to carry a H-15 live load on a single lane. Partial reconstruction of this bridge is proposed in order to realize the additional 10 to 20 years of useful life remaining in the covered truss. Replacement of this truss can then be accomplished at the end of its useful life period. The estimated cost for an entire new structure is $150,000 as compared to $50,000 for the replacement of the structurally deteriorated portion of the existing bridge.

ACCESS CONTROL: None

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FAS 214, LINN COUNTY - Cont'd.

RR XING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATIONS: Covered under MINIMUM DESIGN STANDARDS.

Supporting data for FAS 214 was submitted under Oregon Project S-178(1) and S-178(2).

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
3/20/58

RECEIVED
MAR 11 1958
FOR FILING

B-178 (2)

5310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1958

SUBJECT: Bates Park (S. Fork Santiam River) Bridge
FAS 214, Linn County

To: Mr. Ivan Merchant
OFFICE

On March 7 I conferred with the Linn County Court and county engineer relative to reconstruction of the subject named bridge.

Based on the estimated costs and recommendations contained in your letter of February 28 the Court rather reluctantly elected to proceed on the basis outlined under "Estimate No. 1" of your letter. This provides for replacing the easterly half of the bridge with two 80-foot welded steel beam spans having a roadway width of 22' with the existing 153'-9" covered Howe Truss remaining in place.

The B.P.R. Has been consulted relative to the above design and Mr. Polk has indicated that he would approve same for construction with FAS funds.

The county has requested that we proceed with the design and contracting of the bridge as rapidly as possible as the structure to be replaced is in very poor condition.

John F. Hagemann
John F. Hagemann
Field Engr., County and City Relations

JFH:mm

cc: G. S. Paxson ✓

RECEIVED
MAR 10 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1958

NOTED
C. G. SWENSON

SUBJECT: Bridge No. 1509;
FAS 214, Linn County

To:

Mr. C. G. Swenson
County and City Relations Engineer
Office

Attention: Mr. John Hagemann

RECEIVED
1958
ENGINEER
COUNTY & CITY RELATIONS

Under letter of December 12, 1957, you requested a study to be made of the South Fork Santiam River Bridge (Bates Park Bridge) to determine what should be done in the way of replacement or rehabilitation.

An examination of this bridge has been made in the field and indications are that the existing 153'9" timber truss is in excellent condition and will continue to carry traffic for many years. However, it does have a narrow roadway with 17'3" clear between felloe guards.

Three estimates have been prepared of different alternates for the reconstruction or partial reconstruction of this bridge.

Estimate No. 1 contemplates removing the west truss span and replacing this with 2-80' welded steel beam spans as indicated on the attached prints of Drawing No. 1509A-B. The roadway would be 22' between curbs rather than 24' as indicated in your letter as a check of the traffic indicates an ADT of 160 at the present time and 320 in 1975. The minimum roadway which would be eligible for FAS funds under Bureau regulations is 22', and recently the County Engineer of Linn County was in this office and he indicated a willingness to go to that width. Our estimate for this type of construction, and is indicated on the attached drawings, is $51,500, which includes 12½% for contingencies.

Estimate No. 2 is the replacing of the west truss with a 153'9" treated timber truss with a 22' roadway. Our estimate for this construction is $70,000. However, this estimate is based on the remodeling of the existing west abutment, and before this type of permanent construction is designed and constructed, a very thorough examination of the footings under the existing abutment should be made to see if they would carry the loads. It is possible that an additional cost would be entailed under this type of construction if the existing west abutment had to be removed and replaced.

The third estimate is for replacing the entire bridge in permanent welded steel girder construction and our estimate for this alternate is $141,500. As before, all estimates include 12½% for contingencies.

I would recommend that the first alternate be used which would replace the existing west truss with 2-80' welded steel beam spans; provided, the Bureau of Public Roads will agree to the use of FAS funds for the partial rebuilding of a structure.

As said before, the existing east truss is in excellent condition and, while narrow, is adequate to carry a H-15 live load on a single lane.

Please advise if there is anything further they require on this structure at this time.

Ivan D Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
December 12, 1957

Bridge #1509
FAS 214, Linn County

Mr. P. M. Stephenson
OFFICE

NOTED
John F. Hagemann

Linn County has requested an FAS project for reconstruction of the South Fork Santiam Bridge (Inventory No. 1509). The existing structure has a 139'-6" long Howe truss on the west side and a 153'-9" covered Howe truss on the east side. The westerly truss is 35 years old and the easterly truss 25 years old.

The county was considering only replacing the westerly truss at this time; however, the Court has asked that we investigate the condition of the easterly truss and advise as to its condition and expected life. The county will then decide whether to replace the entire structure or the westerly span only at this time.

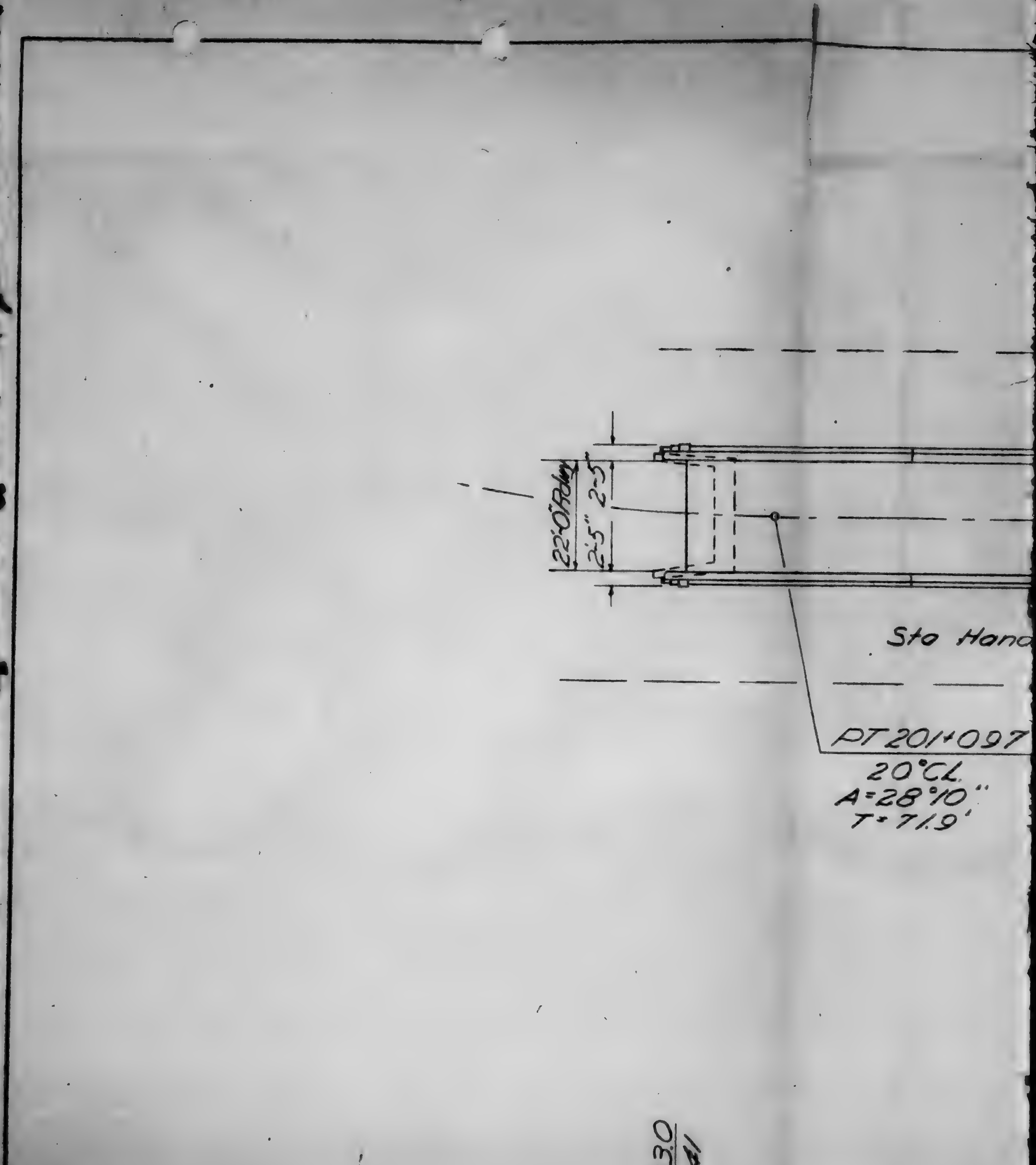
It would be appreciated if you would make the inspection and report as soon as convenient.

John F. Hagemann
Assistant Engr., County & City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON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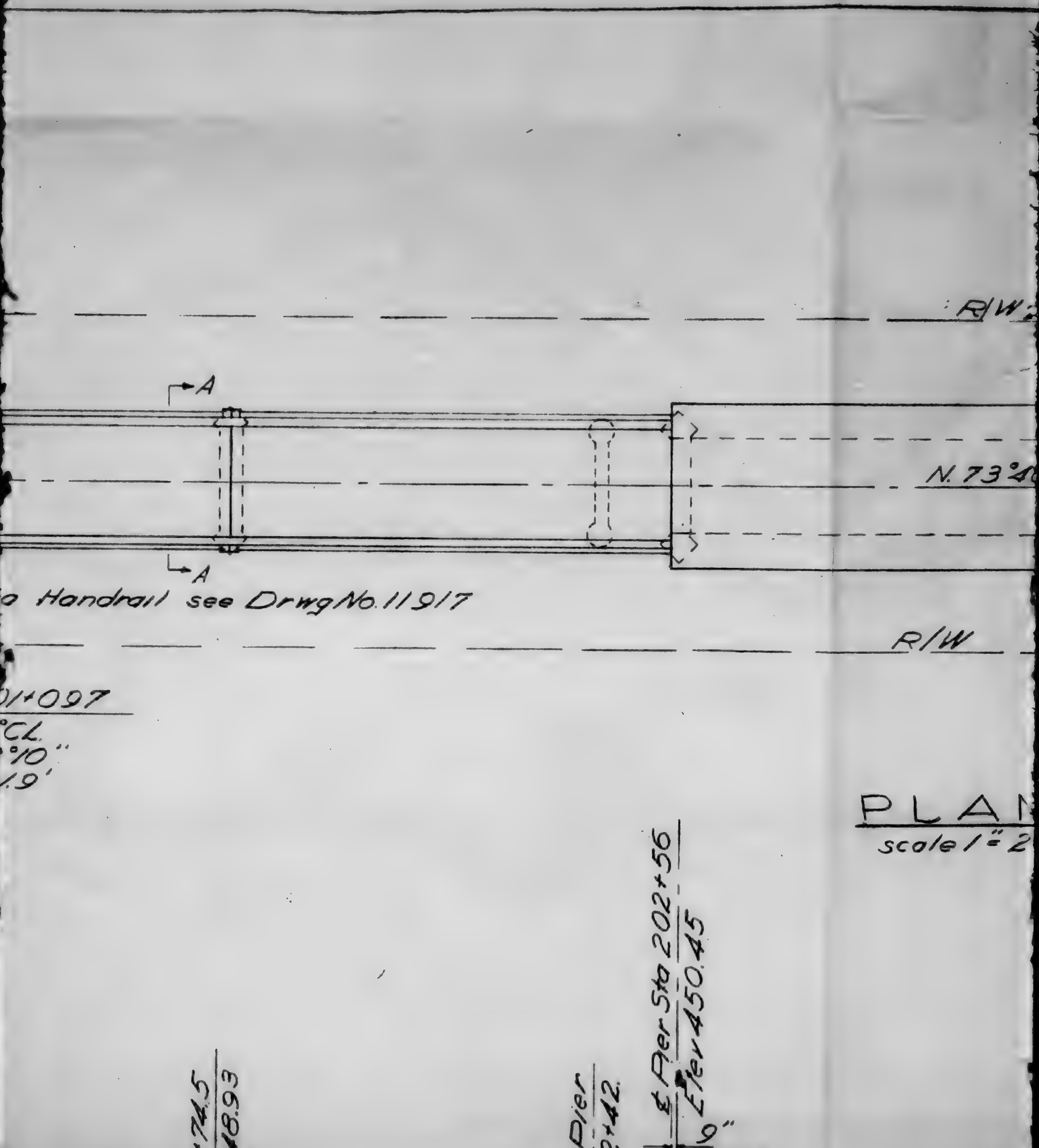
A=28°10"
T=71.9'
0+93.0
147.41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01+74.5
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02+42.
℄ Pier Sta 202+56
Elev 450.45
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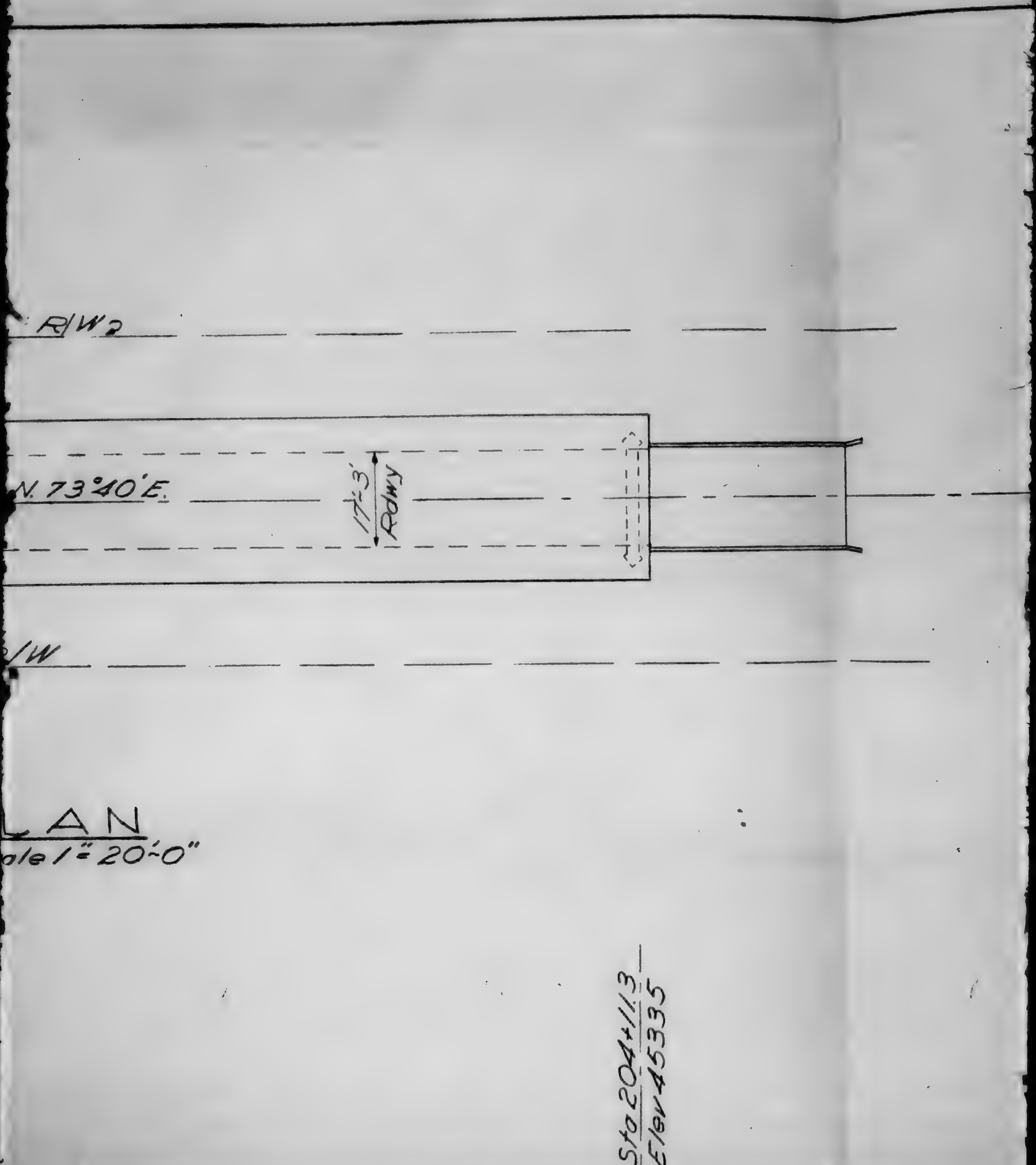
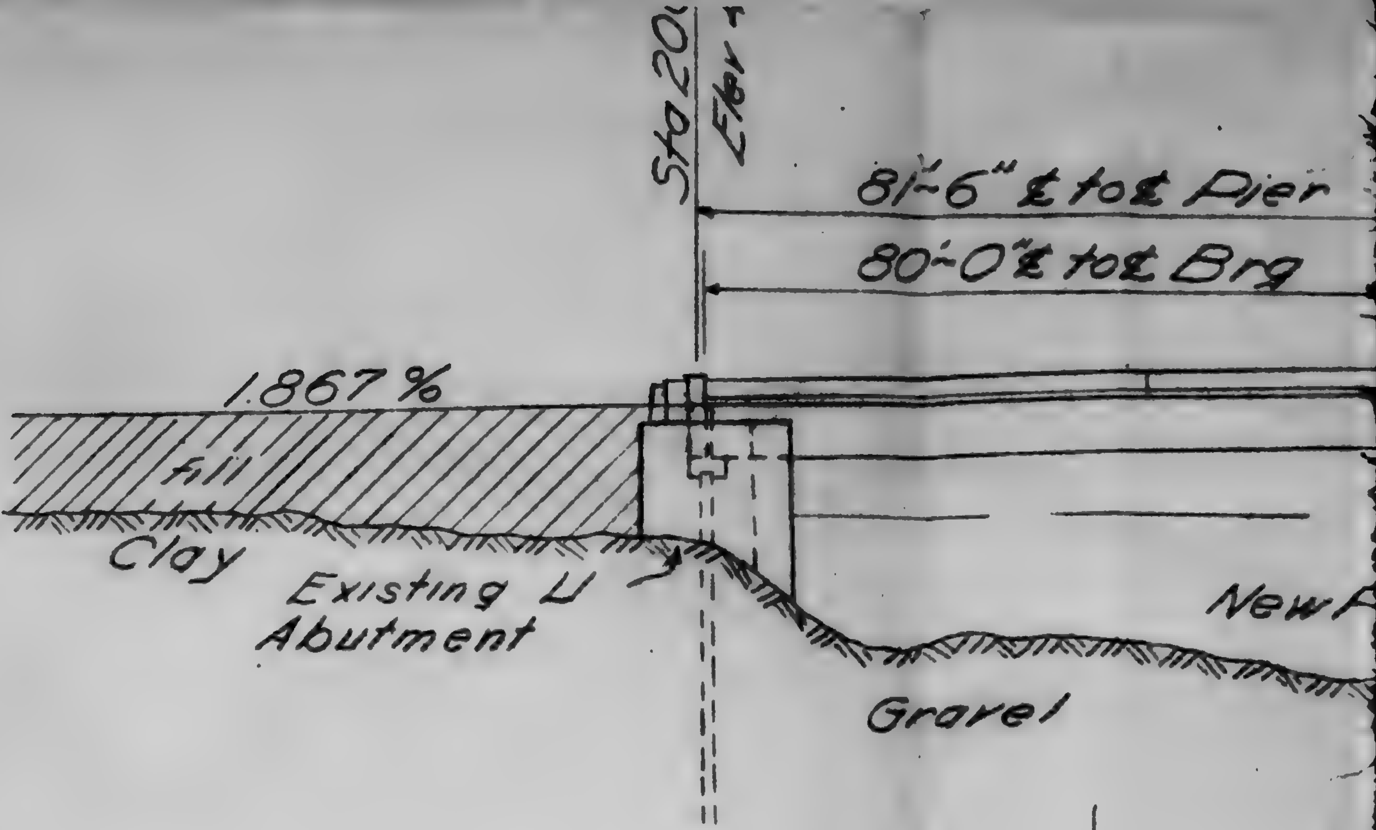
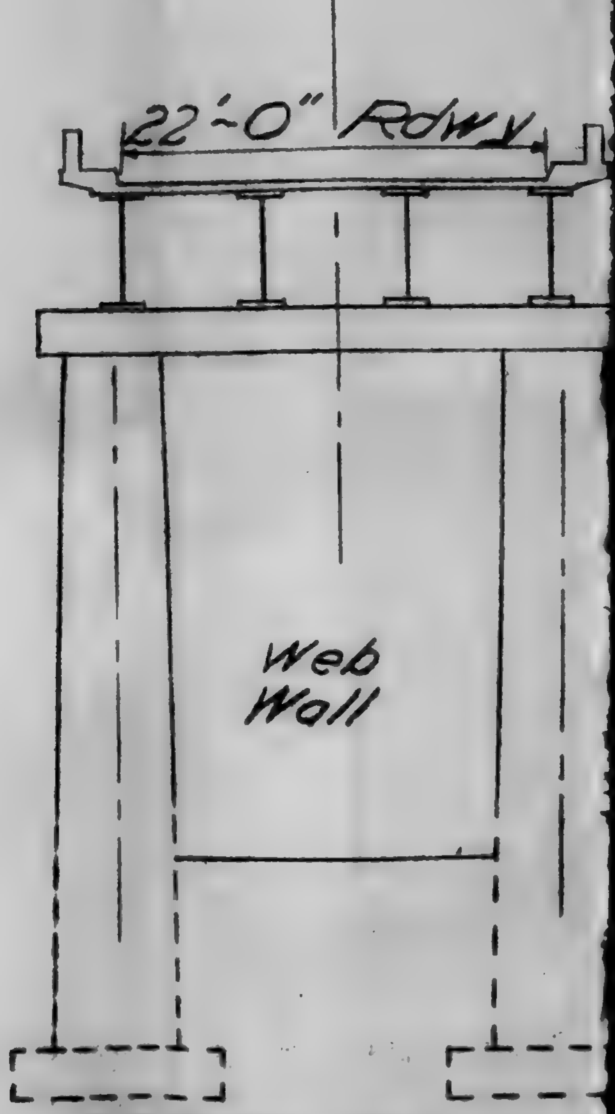
1'-9"



LAN
ale 1" = 20'-0"





SECTION A-A
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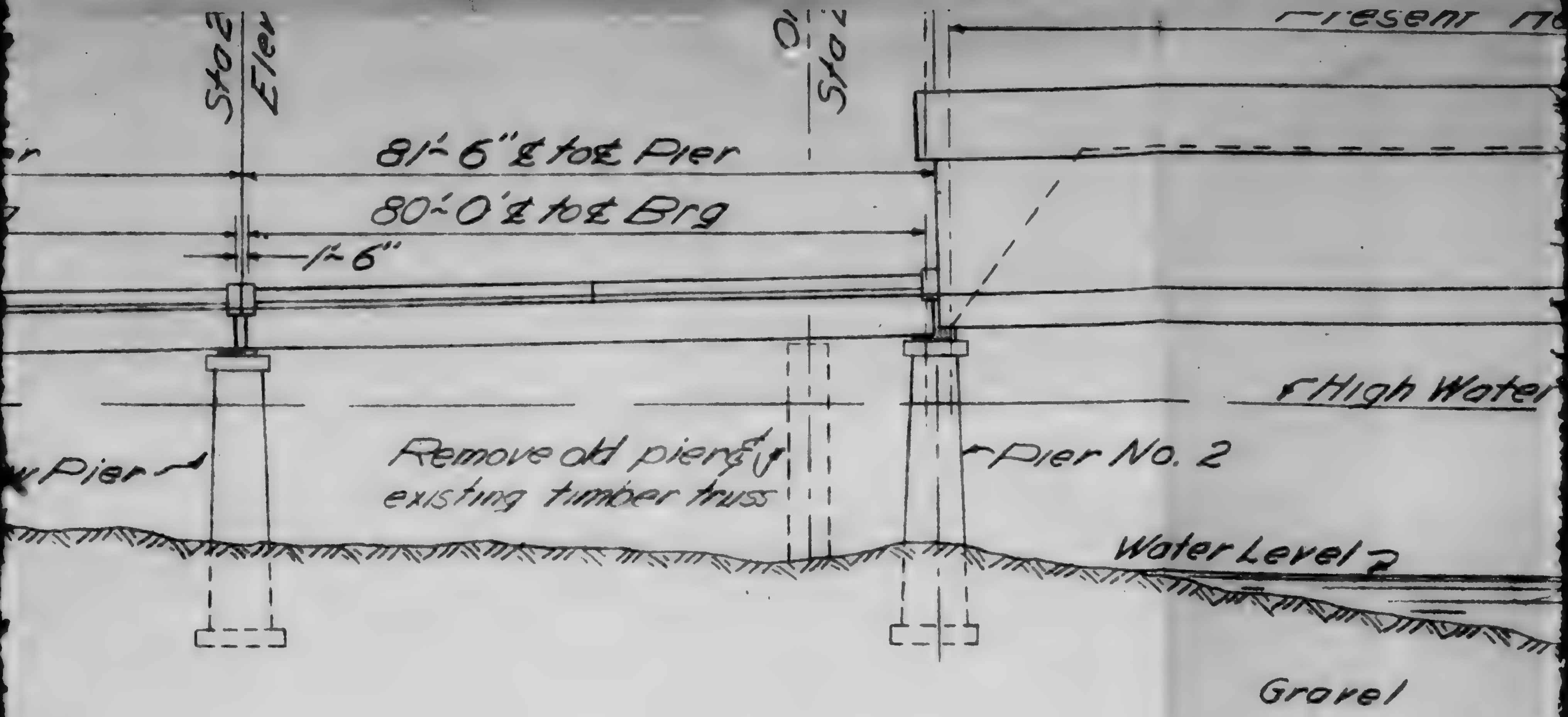
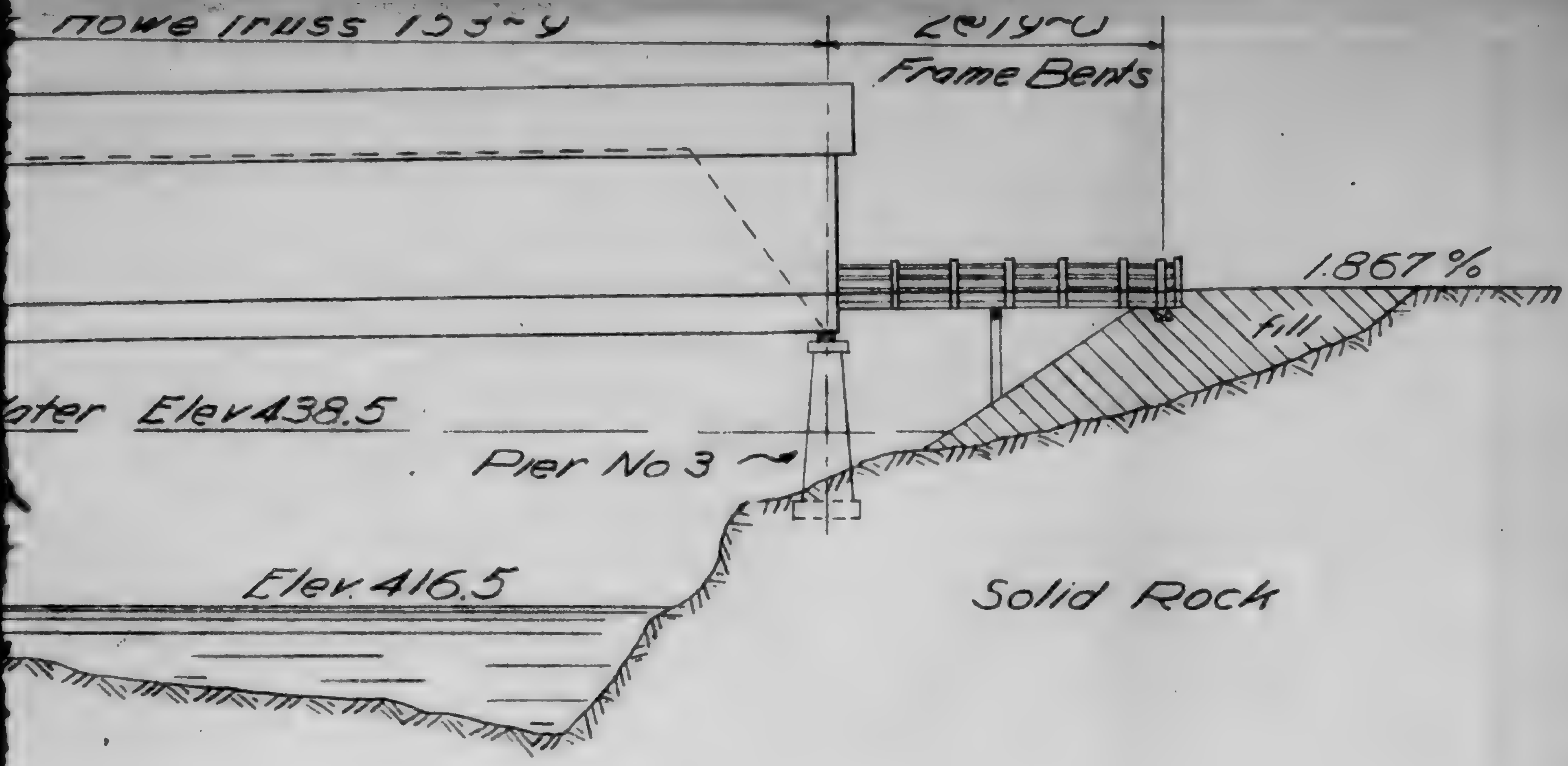


ELEVATION
scale 1"=20'-0"

A-A
0"



ON
~0"

Approved:
Bridge Engine

D Merchant
Engineer

OREGON
STATE HIGHWAY COMMISSION
BATES PARK BRIDGE
ROAD No 729
LINN COUNTY
BR No 1509A SCALE NOTED FEB 20, 1958
LLH Drwg No 1509A-B

NOTED
JONES

NOTE'D
Harold C. Ayers

January 20, 1958

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

File

Gentlemen:

On January 16th the Highway Commission approved the County FAS projects on FAS 214 and 770 as described in the attached tabulation which is believed to conform with the County's request. The field survey for these projects will be supervised by our division office with headquarters in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 58-a

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LINN COUNTY
PROPOSED PROJECTS

FAS 214 - Bates Park (South Fork Santiam River) Bridge, $100,000. This bridge is located southeast of Lebanon approximately 4 miles southeasterly from the junction of FAS 214 with FAP Route 37 (South Santiam Highway). The existing bridge carries Highway Department Bridge Inventory No. 1509.

The proposed project is to replace the existing 385' untreated timber bridge with a new structure having a roadway width of 24'. The FAS project will be for the structure only (including removal of the existing bridge). The county will construct road approaches as required. The road can be closed during construction.

The $100,000 programmed represents a preliminary estimate furnished by the bridge division and may be adjusted as more detailed estimates become available.

FAS 770 - Albany Canal-Lebanon Junction Section, approximately 4 miles, $85,000. This section extends from the new bridge over the Albany Canal southerly to the junction with FAS 216 (Corvallis-Lebanon Road). The section which will be reconstructed when the interstate route is built by the state should be omitted from the FAS project.

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width and place 4'-wide rock or gravel shoulders. The existing road has a 19'-wide bituminous wearing surface with variable width shoulders. Linn County will establish a uniform width by widening and placing base material on the shoulders prior to the FAS contract.

The $85,000 programmed represents the presently estimated balance of fiscal year 1959 FAS funds available to Linn County and may be adjusted as final costs of other projects become available.

U-318(4) Highlands Interchange 1958
Illumination Installation
#5311

(47)
2000

Initial 5311 8-22-60

RECEIVED
AUG 1 1960
FOR FILING

Monthly [illegible] number UU	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project number U-318(4)

U-318(4)

5311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 31, 1958, is hereby modified as follows:

Revised estimated total cost of project $ 27,930

Revised Federal funds $ 17,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of August, 1960.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By __________
(Title)

By __________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

August 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Highlands Interchange Section, Project No. U-318(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:hb

August 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Highlands Interchange Section, Project No. U-318(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:er

Oregon State Highway Department

Federal Aid
Project No. U-318(A)

HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 200.00

Type Code X030
Highlands Interchange Illumination (Sta. 97+30 to 127+50)(Contract No. 5711)

Illumination	All Required		$13,200.00
	Subtotal		$13,200.00
	10% Engr. & Cont.		1,320.00
	Total		$14,520.00

Type Code X002
Signing (Sta. 97+30 to 127+50)(Contract No. 5743)

Removal of Existing Sign Installation	All Required (40%)		$ 30.95
Cantilever Sign Structure	2 only	$2,630.00	5,260.00
Bridge Mounted Sign Frame	1 only	1,074.36	1,074.36
Furnish 8" BP 36# Piling	70 lin.ft.	4.50	315.00
Drive Steel Piles	4 only	63.80	255.20
Metal Sign Posts	All Required (35%)		251.50
Wood Sign Posts	All Required (25%)		407.65
Type "A" Signs in Place	528 sq.ft.	7.57	3,996.96
Type "C" & "D" Signs in Place	72 sq.ft.	3.60	259.20
Type "E" Signs in Place	26 sq.ft.	6.12	159.12
	Subtotal		$12,009.94
	10% Engr. & Cont.		1,200.06
	Total Cost		$13,210.00

Length of Project . . . . 0.000 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 200.00	$ 120.00	$ 80.00
Illumination	14,520.00	8,980.00	5,540.00
Signing	13,210.00	7,900.00	5,310.00
	$27,930.00	$17,000.00	$10,930.00

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

State Funds for Maint.: Chap. 529, Laws, 1939

Oregon State Highway Department

Federal Aid
Project No. U-318(4)

HIGHLANDS INTERCHANGE SECTION OF THE
SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, May 27, 1960

Type Code P.E.

Preliminary Engineering	All Required	$ 200.00

Type Code X030
Highlands Interchange Illumination (Sta. 97+30 to 127+50)(Contract No. 5311)

Illumination	All Required	$13,200.00
	Subtotal	$13,200.00
	10% Engr. & Cont.	1,320.00
	Total	$14,520.00

Type Code X002
Signing (Sta. 97+30 to Sta. 127+50)

Removal of Existing Sign Installation	All Required (40%)		$ 100.00
Cantilever Sign Structure	2 only	$2,950.00	5,900.00
Bridge Mounted Sign Frame	1 only	500.00	500.00
Furnish 8" HP 36# Piling	70 lin.ft.	7.00	490.00
Drive Steel Piles	4 only	85.00	340.00
Metal Sign Posts	All Required (35%)		255.50
Wood Sign Posts	All Required (35%)		675.00
Type "A" Signs in Place	528 sq.ft.	8.10	4,276.80
Type "C" & "D" Signs in Place	72 sq.ft.	5.25	378.00
Type "K" Signs in Place	26 sq.ft.	6.00	156.00
	Subtotal		$13,071.30
	10% Engr. & Cont.		1,306.70
	Total		$14,378.00

Length of Project . . . . 0.000 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$ 200.00	$ 120.00	$ 80.00
Illumination	14,520.00	8,980.00	5,540.00
Signing	14,378.00	8,600.00	5,778.00
*	$29,098.00	$17,700.00	$11,398.00

*	Total Cost	Federal Funds
P.A. Status	$14,720.00	$ 9,100.00
P.S.& E. Status	14,378.00	8,600.00
	$29,098.00	$17,700.00

Con. Tract 5311

Monthly Transaction No. RECEIVED	For -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. 6	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project No. U-318(4)

FOR FILING
U-318(4)
5311

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Highland Interchange Section at Portland city limits on U.S. 26**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	2-6-58	---
Rights-of-Way		
Construction	8-4-58	---
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 14,720.00	Federal funds $ 9,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

~~Deputy~~ State Highway Engineer
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G. G. Polk
G. G. Polk
Division Engineer

Date executed by Division Engineer October 31, 1958

USComm-DC 40257

When replying, refer to
08-35.5

October 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

U-318(4)	Highland Interchange Section at Portland city limits on U.S. 26

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Enclosures - 3

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Highlands Interchange Section, Project No. U-318(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWC:bb

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Highlands Interchange Section, Project No. U-318(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:[illegible]

Oregon State Highway Department

Federal Aid
Project No. U-318(4)

HIGHLANDS INTERCHANGE SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 200.00

Type Code Y030
Highlands Interchange Illumination (Sta. 97+30 to 127+50)(Contract No. 5311)

Illumination	All Required	$13,200.00
	Subtotal	$13,200.00
	10% Engr. & Cont.	1,320.00
	Total	$14,520.00

Length of Project ——— 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Prelim. Engrg.	$ 200.00	$ 120.00	$ 80.00
Illumination	14,520.00	8,980.00	5,540.00
	$14,720.00	$9,100.00	$5,620.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-318(4)

HIGHLANDS INTERCHANGE SECTION OF THE
SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 200.00

Type Code X030

Highlands Interchange Illumination
(Sta. 97+30 to 127+50)

Illumination	All Required	$17,300.00
	Subtotal	$17,300.00
	10% Engr. & Cont.	1,730.00
	Total	$19,030.00

Length of Project 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 200.00	$ 120.00	$ 80.00
Illumination	19,030.00	11,700.00	7,330.00
	$19,230.00	$11,820.00	$7,410.00

A

RECEIVED
1960
FOR FILING

U-318(11)

5311

July 6, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5311 for illumination installation on the Highlands Interchange Section of Sunset Highway in Multnomah County was completed by the contractor, W. R. Grasle Company, on May 23, 1960, and was formally accepted by the Highway Commission on June 2, 1960.

Final payment in the amount of $1,122.00 will be released to the contractor on or after July 16, 1960. The total contract amount is $13,200.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

631

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 6th, 1959

SUBJECT: Highlands Interchange Illumination
Sunset Highway
Prefix: 26-1017, Contract: 5311

To: Mr. G. S. Paxson
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Regarding W. R. Grasle's request for a statement as to when their work can begin and can be completed on the subject project, weather is the principal factor and no exact dates can be set.

A second unknown is the treatment which may be necessary in the slide area adjacent to the Portland Zoo. As matters now stand, a major retaining wall or some other treatment may be necessary and could delay completion of the Highlands Interchange project.

Our engineers will make every effort to advise Mr. Grasle well in advance of resumption of Parker Construction Company's work.

Lloyd P. Shaw

LLOYD P. SHAW,
Metropolitan Engineer

LPS/bd/w
cc: Tom Edwards
John Burton

RECEIVED
FEB 9 1959
OFFICE OF
STATE HIGHWAY COMMISSION

RECEIVED
FEB - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

A

RECEIVED
JAN 23 1959

FOR FILING
U 318(4)

5311

January 23, 1959

W. R. Grasle Company
437 N. W. Sixteenth Avenue
Portland 9, Oregon

Attention: T. A. Kommers

Gentlemen:

This is to acknowledge your letter of January 19 received in our office January 22 in which you state that your company has elected to proceed with work on Contract Number 5311 for illumination installation at the Highlands Interchange on the Sunset Highway.

A copy of your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for reply as to when this work may be started and when roadway excavation will permit final completion.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj
cc: W. C. Williams

Telephone CApitol 8-0943

W. R. GRASLE CO.
ELECTRICAL CONTRACTING AND ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND 9, OREGON

January 19, 1959

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 5311
Highlands Interchange

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

This is written with reference to the subject contract and your letter of December 16, 1958. Please be advised that despite the inequities inherent in the subject contract, as outlined in our letter of October 21, 1958, we have elected to proceed with the work in accordance with your subject letter.

We have made informal inquiry to your field representatives as to when the subject work can be undertaken, and when approximately it can be completed. We request that we be advised at the earliest possible moment when we can begin work and when roadway excavation will permit final completion. As pointed out in our letter of October 21, delivery of materials becomes a difficult one when job progress is delayed indefinitely and in order to set up delivery dates and make arrangements for installation of equipment and materials, it is imperative that we receive full information as to the progress of the Highlands Interchange Project.

We will appreciate your early attention in this matter.

Very truly yours,

W. R. GRASLE CO.

T. A. Kommers

T. A. Kommers

TAK/lc

NOTED
FLOYD QUERY

A

RECEIVED
JAN 9 - 1959
FOR FILING

3l
12-11-58

11 3.8(4)

5311

December 16, 1958

W. R. Grasle Company
437 N. W. Sixteenth Avenue
Portland 9, Oregon

Attention: Mr. T. A. Kommers

Gentlemen:

At the Commission meeting held on October 23, 1958 attention was given to your request for additional compensation, or cancellation of Contract No. 5311. The Commission referred the matter to the State Highway Engineer for further investigation and report.

The Commission, after studying reports of the Engineer, denied the request either for additional compensation or cancellation of the contract without bond forfeiture.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

FQ:rj

RECEIVED
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FOR FILING

U-218(4)

5311

November [illegible], 1958

Oregon State Highway Commission

Gentlemen:

At the last Commission meeting we were directed to report on the request of the W. R. Grasle Company for additional compensation or cancellation of its Contract No. 5311 because of delay in construction.

Work on this project has been delayed. The Project was advertised for the opening of bids on August 26, 1958, with award at the following Commission meeting on September 11. During the period of advertising (but before the opening of bids) the strike of the construction workers was on, which delayed the grading work on the Highlands Section, where this illumination was to be placed. The successful bidder certainly had knowledge that the strike was in progress and is experienced enough to know that the cessation of work for a six-week period would delay the grading of the section. In our advertisement for the work and in the contract the following paragraph is included:

> "Some of the pole foundations, conduit and wire cannot be installed until the roadway contract is nearly completed. Workdays will not be counted against this project for any period of time during which the illumination contractor's work is held up by noncompletion of roadway facilities."

The Grasle Company is not being charged for workdays under this contract and will not be so charged until the grading has progressed to where the installation can be made. Even though the strike had not taken place, a considerable portion of this illumination work could not have been done until after the first of next year. It is my belief that the delay in this project caused by the strike is no different from the delay in many of our other projects, and I see no reason why additional compensation or cancellation of the contract should be granted.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm me
cc G. S. Paxson
C. H. Maison

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT: Highlands Interchange
Illumination Installation
Job No. 8565
Agenda Item 4y

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

At the last meeting of the Highway Commission, the W. R. Grasle Company requested additional compensation or cancellation of their contract No. 5311 for the Highlands Interchange Illumination Installation.

Attached is a letter from the Traffic Department with the results of their investigation and a copy of the specifications for this contract.

On Page 2 of the specifications is a paragraph under "Coordination of Work", reading as follows:

"Some of the pole foundations, conduit and wire cannot be installed until the roadway contract is nearly completed. Workdays will not be counted against this project for any period of time during which the illumination contractor's work is held up by non-completion of roadway facilities."

Mention is made in the Traffic Department's report of the operating engineers strike, however, the operating engineers strike began about July 11 and ended about August 25. The W. R. Grasle Company were aware of the strike and should have informed themselves as to the results of the strike on the completion of the grading contract.

If the W. R. Grasle Company had made a thorough examination of the job site and job conditions, their bid should reflect material and labor prices which would enable them to complete the job in 1959 as it must have been evident that the grading would not have progressed to a point where a material part of the illumination contract could be completed in 1958.

As mentioned in the report of Mr. Head, Assistant Traffic Engineer, permitting the W. R. Grasle Company to purchase material immediately and store in the Sylvan Maintenance Yard would give the contractor some measure of relief as it would permit the purchase of the material at 1958 prices.

Under the circumstances, there does not seem to be any reason for making an adjustment on the contract or permitting the W. R. Grasle Company to cancel the contract.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached
cc: Mr. J. Al Head

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1958

SUBJECT: Status of the Highlands Interchange
Contract Illumination Project
US26 - Hwy. No. 47 - M.P. 71.95

To: Ivan Merchant
Bridge Engineer
BUILDING

At the last Commission meeting a delegation from the W. R. Grasle Company appeared before the Commission in regard to their illumination contract at the Highlands Interchange on US26. It was the request of this delegation that the Commission give some relief to their company. This request was based on the inability of the company to commence work on the project. The Commission ordered that in investigation and report be made. The following is to assist you in the preparation of such report.

Immediately after obtaining the Bureau's approval of this as a participating Federal-Aid Project, this office checked the status of construction work and it was determined that the over-all Highlands Interchange project would be finished in the early part of 1959. We then proceeded to submit to your office, on June 11, 1958, plans and specifications with the request that this project be advertised for bids as soon as the Agreement between the City of Portland and the State was signed relating to certain operational and maintenance features of the installation. This was completed so that the project was advertised for bids at the August 26, 1958 bid opening, with the Commission awarding the contract at its meeting of September 11. We were not aware that a construction strike was impending at the time we submitted this to you. We were, however, aware of a construction strike at the time we advertised this project for bids. We in no way could foretell the impact it would have upon the construction of the Highlands Interchange project. In anticipating, however, that there would be some possible problems involved, there were incorporated into the special provisions, paragraphs instructing the successful bidder that he must coordinate the electrical work with the construction work and that some of the electrical work could not be started until the construction work was completed. This is outlined in detail on the attached specifications on the description of work page.

Continuing in the line of contractor's responsibility for reading of specifications, before signing the contract, the standard specifications require the contractor to carefully examine the work site in order to fully inform himself in advance of all conditions pertaining to the work. W. R. Grasle Company, Portland, was the successful bidder on this project and soon after award of the contract was made, it was found that the electrical contractor would not be able to commence work on 85 percent of the work until April of 1959.

Representatives of the W. R. Grasle Company contacted both the Resident Engineer and L. E. George, Traffic Operations Engineer, in order to determine if any possible adjustment might be made because of the late starting date on this project. Their suggested adjustment included either additional compensation or a cancellation of the contract and call for new bids on the project. After a review of the specifications by Mr. Gardner of your office, and L. E. George, it was decided that no action could be taken that would relieve the contractor. It was the contractor's contention that all of his subcontracting work and his price quotations from electrical jobbers were based on the work being done this fall. The contractor was informed by L. E. George that he had been duly warned in the special provisions of the possibility of a late work commencement date. The contractor stated that they had missed reading this portion of the special provisions.

The contractor's representatives were then told that it was their prerogative if they so wished to request the Commission for either an adjustment in the contract or a complete cancellation of the contract with a call for new bids. Following the transmission of this information to the contractor, a delegation from the W. R. Grasle Company subsequently appeared at the October Commission meeting, requesting either additional compensation or a complete cancellation of the contract.

Notwithstanding that we advertised for bids during the period of the construction strike, we felt that the special provisions adequately covered this and through administrative decision the 80 working days for the completion of the project could and would be extended to compensate for delay in the Highlands Interchange construction project as would impinge upon the electrical contractor. We also felt that you would give due consideration to the fact that unstable cuts have developed and that the electrical contractor would not be able to excavate for footings until this situation had been corrected. This office could not recommend that additional compensation be granted the contractor as he requested. If there were only two decisions it would be our thought that the contract would have to be forfeited and we would then re-advertise for bids.

A third alternative, not suggested by the contractor but which we feel would be agreeable, is that the State provide the contractor with both outside and inside storage space which is available at the Sylvan Maintenance Headquarters for all materials required on this project. If this is done the contractor will then be eligible for a partial payment up to an amount which would include 90 percent of the total cost of all of the material involved. This plan would allow the contractor to proceed with the ordering of his materials, thereby taking advantage of the prices quoted to him and subsequently used in his bidding. It would no provide the contractor with any relief insofar as his subcontracts and labor contracts are concerned.

I do not know how you would administratively handle the fact that the unstable cuts have developed through precluding the electrical contractor from even doing some of the preliminary phases of his work such as pouring pole bases, trenching for conduit, etc. This could, and maybe should, have some bearing on your recommendation, although it is, in my opinion, an act of nature and I don't feel that we are at all responsible.

J. Al Head
Assistant Traffic Engineer

Attachment
JAH:dp

Oregon State Highway Department
SALEM, OREGON

Contract and Bond
for
Highway Construction

HIGHLANDS INTERCHANGE ILLUMINATION INSTALLATION

ON THE SUNSET HIGHWAY

IN MULTNOMAH COUNTY

W. R. Grasle, Company, Contractor
437 N. W. 16th Avenue, Portland, Oregon

Job No. 8565, Contract 5311, Dated 9-11-58 ✓

F.A.P. No. U-318(4), Prefix 26-1017

Beginning Date of Workday Count: September 22, 1958

Oregon State Highway Commission

M. K. McIVER, Chairman
ROBERT B. CHESSMAN, Commissioner KENNETH N. FRIDLEY, Commissioner

W. C. WILLIAMS, State Highway Engineer

FORM E-30 50M 6-59 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1958

SUBJECT: Status of the Highlands Interchange
Contract Illumination Project
US26 - Hwy. No. 47 - M.P. 71.95

To: Ivan Merchant
Bridge Engineer
BUILDING

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[illegible]
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

J. Al Head
Assistant Traffic Engineer

Attachment
JAH:dp

Oregon State Highway Department
SALEM, OREGON

Contract and Bond
for
Highway Construction

HIGHLANDS INTERCHANGE ILLUMINATION INSTALLATION

ON THE SUNSET HIGHWAY

IN MULTNOMAH COUNTY

W. R. Grasle, Company, Contractor
437 N. W. 16th Avenue, Portland, Oregon

Job No. 8565, Contract 5311, Dated 9-11-58 ✓

F.A.P. No. U-318(4), Prefix 26-1017

Beginning Date of Workday Count: September 22, 1958

Oregon State Highway Commission

M. K. McIVER, Chairman
ROBERT B. CHESSMAN, Commissioner KENNETH N. FRIDLEY, Commissioner

W. C. WILLIAMS, State Highway Engineer

DESCRIPTION OF WORK

Illumination Installation
Highlands Interhcange Section
Sunset Highway (US26)
Multnomah County

COMPLETION TIME LIMIT

The work to be done under the contract shall be completed in its entirety before the elapse of 80 workdays. Measurement of the number of workdaysshall begin with the tenth calendar day following the date upon which notice of the award of the contract is dispatched to the contractor by mail, telephone, telegraph or messenger. The term "workday" as here used shall be understood to be a workday as defined under the heading "Time for Completion of Work and Liquidated Damages" in the special provisions applicable to the contract.

COORDINATION OF WORK

A contract for grading, paving and construction of walks, curbs, etc., on the Highlands Interchange Section is under contract to Parker-Schram Company. The contractor shall coordinate his work with that of the roadway contractor to interfere as little as possible with his work.

Some of the pole foundations, conduit and wire cannot be installed until the roadway contract is nearly completed. Workdays will not be counted against this project for any period of time during which the illumination contractor's work is held up by non-completion of roadway facilities.

SPECIAL PROVISIONS

ILLUMINATION INSTALLATION

HIGHLANDS INTERCHANGE SECTION

SUNSET HIGHWAY (US26)

MULTNOMAH COUNTY

Work To Be Done:

The work to be done under this contract consists of furnishing certain materials and all equipment and doing all work required for the mercury-vapor and fluorescent illumination installation at the Highlands Interchange on the Sunset Highway (US26), complete and workable, as called for on the plans and specifications. The applicable plans are Drawings No. 1198, 1610, 1227, 1536, 1933 and 1199.

Standard Specifications:

All work and materials for this project shall be governed by the "Standard Specifications for Traffic Signal and Illumination Installations", issue of September 1, 1954, and these special provisions.

Class of Project:

This is a "Federal Aid Urban" project. It is to be conducted in accordance with the federal regulations applying to that class of projects. Such regulations include, but are not limited to, those set forth in the provisions bound herewith.

Scheduling of Work:

The contractor shall so schedule his work as to allow inspection of all work in accordance with Article 1.5.11 of the "Standard Specifications for Traffic Signal and Illumination Installations".

No buried conduit wire or cable shall be backfilled or covered prior to inspection by the engineer.

No work may be performed on the project with less than 24 hours notice to the resident engineer prior to beginning work after one or more days on which no work is performed.

Steel Street Light Poles:

The contractor shall install all necessary pole fittings.

Steel pole erection shall conform to applicable portions of Division II, Section 6 of the "Standard Specifications for Traffic Signal and Illumination Installations", and these special provisions.

All steel street light poles shall have a hand-hole with cover at the base of the pole. Each pole with hand-hole opening shall be so installed that the hand-hole faces away from an adjacent traffic lane or any structure that might hinder free access to the hand-hole opening.

All pole plate nipples for mounting upsweep arms shall have smooth ends to prevent damage to the lamp leads.

Mercury-Vapor Street Light Poles:

Thirty-foot (30') steel poles shall be tapered and so designed as to deflect not more than two and one-tenth inches (2.1") for each one hundred pounds (100 lbs.) of horizontal pull applied eighteen inches (18") from the top of the pole.

The steel pole bases for mercury-vapor street light poles shall be constructed for mounting on four (4) one and one-fourth inch (1¼") diameter bolts at 90° on a twelve and one-half inch (12½") bolt circle as shown on detail Sheet 2 of the plans.

Fluorescent Street Light Poles:

Thirty-two foot (32') steel strain poles as called for by the plans shall be tapered and so designed as to deflect not more than one and four-tenths inches (1.4") for each one hundred pounds (100 lbs.) of horizontal pull applied eighteen inches (18") from the top of the pole.

The steel pole bases for strain poles shall be constructed for four (4) one and one-half inch (1½") diameter bolts at 90° on a twelve and one-half inch (12½") bolt circle as shown on Detail Sheet 4 of the plans.

Steel bracket bars shall be welded to the steel strain poles to support the fluorescent lamp ballast enclosure as shown on Detail Sheet 4 of the plans.

Upsweep Arm Installation:

The tangent portion of all upsweep arms shall be level as shown on the plans to permit proper leveling of the luminaires.

Use of Aluminum Poles and Upsweep Arms:

Contrary to the plans, the contractor may elect to use either steel or aluminum poles. However, the contractor must utilize either all steel or all aluminum poles.

All aluminum street poles shall be of tapered design and so fabricated as to deflect not more than the distance above specified for the steel street light poles.

Upsweep aluminum arms shall be designed to attach to the aluminum poles as shown on the detail drawings for mercury-vapor ahd fluorescent street light poles.

Aluminum upsweep arms shall be designed to support the luminaires furnished and be equivalent to the steel upsweep arms.

The aluminum pole foundations and anchor bolt details shall conform to the specifications and to all details shown on Sheet 2 and Sheet 4 of the plans applicable to the steel poles.

Concrete Foundations:

The tops of concrete foundations located behind curbs shall be level with the adjacent curb or sidewalk. Foundations shall be poured in partial forms if necessary to achieve the equal elevation specified above.

The concrete foundation locations are shown on the plans by station numbers. The distance from the pavement is measured from the curb face.

The standard foundations as called for on the plans shall have one and one-half inch ($1\frac{1}{2}$") conduit entrances for the lighting circuits and one inch (1") conduit entrance for the ground conductor. The lighting circuit conduits shall be installed on each side of the foundation that faces the underground cable trench. The ground conductor conduit shall be installed on the side adjacent to the ground rod.

The special foundations at Station "L" 108+62 and "L" 108+86 shall be installed in the two-foot (2') opening, with the entrance conduit installed by others. These foundations shall be standard foundations as called for on the plans, except for the one and one-fourth inch ($1\frac{1}{4}$") entrance conduit.

The contractor shall install one and one-half inch ($1\frac{1}{2}$") future entrance conduits in the foundations at Stations "B" 97+40, "B" 101+10, "L" 110+70, "L" 112+60, "L" 117+85 and "L" 119+49.

Before excavating for foundations, the contractor shall determine the locations of underground cable, concrete pipes, water lines and other underground structures.

Wood Poles:

All wood poles shall be machine shaved Douglas Fir poles. Thirty-five foot (35') poles shall be A.S.A., Class 4. All wood poles shall be full length, pressure treated with oil-borne pentachlorophenol according to A.W.P.A. specifications P-8. All poles shall be round, sound, well proportioned from butt to top, without short kinks or crooks and of the dimensions specified by the above A.S.A. specifications. The engineer shall inspect and approve all wood poles before erection.

Any deviation from the above specifications shall be considered due cause for rejection.

The locations for the wood poles are shown on the plans by station numbers. The transverse location of the wood poles is measured from the edge of the concrete pavement.

Backfill around all wood poles shall be thoroughly compacted.

Electrical Conduit:

The contractor shall utilize existing underground conduit as shown on the plans. The approximate location of existing underground conduit is shown on the plans by station numbers.

All conduit installed by the contractor shall be rigid steel electrical conduit and conform to Division II, Section 7 of the "Standard Specifications for Traffic Signal and Illumination Installations".

Conduit grounding bushings shall be installed on all conduit ends at Stations "L" 108+62, 108+86, 109+80 and 110+10.

The contractor shall install National Electrical Code insulated bushings on all conduit ends.

Conduit End Sealing:

The contractor shall furnish and install an approved non-hardening compound in all open conduit ends located below the ground line.

Wiring and Grounding:

All wiring shall conform to applicable portions of Division II of the "Standard Specifications for Traffic Signal and Illumination Installations".

All cable trenches shall be dug twenty inches (20") deep for direct burial cable runs. A two inch (2") cushion of sand shall be placed in the bottom of the trench before placing cable in the trench. After cable is in place, a two inch (2") layer or sand shall cover the cable before backfilling the trench with soil free of rock or hard lumps.

Contrary to the "Standard Specifications for Traffic Signal and Illumination Installations", splicing will be permitted in direct burial runs longer than available standard reel lengths if splices are insulated with materials approved by the engineer. The location of all splices in trenches shall be given to the Resident Engineer for recording on the plans.

The grounding wire at each power supply shall be bare No. 6 M.H.D. copper wire. The contractor shall bond the service neutral, control cabinet and steel pole to a common ground rod.

The installation of the service equipment, entrance head, and meter base shall be made on the side of the pole opposite the normal travel lane.

Service cabinets shall be mounted at a height of four (4') feet from pole base to the bottom of the cabinet. All conduit risers shall be conduit clamped, or steel band strapped with three-quarter inch (3/4") galvanized steel binding.

The contractor shall notify the local power company before proceeding with any work involving utility poles and/or meter location and power service contacts.

The contractor shall provide a loop in the direct burial cable approximately twelve inches (12") in diameter at each conduit entrance bushing in shoulder areas to prevent the cable from pulling on conduit due to settling of subgrade material.

Contrary to Article 2.12.1 of the "Standard Specifications for Traffic Signal and Illumination Installations", the contractor shall ground each steel or aluminum street light pole to individual ground rods by means of a jumper running from the ground clamp on the rod to a grounding lug on the inside of the pole. Ground rods shall be installed adjacent to the concrete foundation.

Grounding jumpers shall be installed between the ends of the conduit crossing at Station 110+10 and the conduit at Station 109+80 on both sides of the highway. Jumpers shall also connect the conduit ends at Stations "L" 108+62 and 108+86 to the grounding lug at each pole.

Grounding jumpers shall be No. 6 M.H.D. copper wire carried out through the one inch (1") galvanized rigid conduit to the ground rod at each pole.

Type USE and Type T/W Wire:

All Type T/W conductors shall conform to Section 2.8.3 of the "Standard Specifications for Traffic Signal and Illumination Installations". All conductors shown on the plans as direct burial shall be labeled and approved by the Underwriters' Laboratories, Inc., as Type USE. Contrary to the plans, either multi-conductor or individual conductor direct burial cable will be acceptable on this project.

Wire in upsweep arms from mercury-vapor ballasts to the lamp holder shall be No. 14 Type T/W.

Wire from fluorescent ballasts to the luminaire units and between lamp holders shall be No. 14 AWG minimum, stranded, copper wire with plasticized polyvinyl chloride insulation, labeled by Underwriters' Laboratories, Inc., for use in 1000-volt fluorescent light circuits. Color coding shall match the coding of the ballast leads.

Wire from pole base in steel or aluminum poles to both mercury-vapor and fluorescent ballasts shall be No. 10 Type T/W.

All wiring and cable shall consist of copper conductors and shall be approved by the Underwriters' Laboratories, Inc., as specified.

Service Equipment:

Contrary to Article 2.9.1 of the "Standard Specifications for Traffic Signal and Illumination Installations", service cabinets, over-current protection and relays shall be installed as shown on the plans. Service cabinets shall be constructed of galvanized ten (10) gauge sheet steel primed and painted to match the pole paint. Each cabinet shall have provisions for the use of a standard State padlock.

Over-current protection and relay equipment, as called for on the plans, shall be installed according to the best common practice, with material and installation meeting all applicable requirements of the National Electrical Code.

Photo-Electric Control Relay:

The photo-electric control relay shall be GE Type P-1, Fischer-Pierce Model 61300 or an approved equal. The photo-electric control relay shall be mounted with the window opening facing north at a height of twenty-nine feet (29') from the ground line.

Multiple Light Contactor:

Contrary to Article 7.4.1 of the "Standard Specifications for Traffic Signal and Illumination Installations", all multiple light contactors shall be single phase, two pole, open type, magnetic contactors of the rating specified on the plans. The contactor coil shall operate on 110 volts. Ratings shown are eight-hour ampere ratings.

Ballasts:

Mercury-vapor lamp ballasts shall conform to Article 7.1.3 of the "Standard Specifications for Traffic Signal and Illumination Installations".

Mercury-vapor lamp ballasts located on steel or aluminum poles shall be of the pole-top type, mounted in steel ballast holders.

Fluorescent lamp ballasts shall be the lead-lag type for outdoor application, as specified and furnished by the manufactuer of the luminaire.

The ballasts shall be designed to properly operate the fluorescent lamps specified for this project.

Power factor correction shall be provided to obtain a power factor of 90% or greater.

The fluorescent lamp ballasts shall be protected from weather, moisture, or other abnormal atmospheric conditions by an outdoor type metal box which shall be 28" x 6-3/4" x 4" of No. 16 gauge steel, galvanized after fabrication. Boxes shall be raintight with top hinged from cover provided with ventilating louvers.

Where 110-125 volt ballasts are used, the contractor shall furnish and install an outdoor, dry type, 750 volt ampere, 240 volt/120, volt single phase air-cooled service transformer to supply the 120 volt power for the fluorescent ballasts. The transformer shall be mounted on the pole six inches (6") above the fluorescent ballast box, with the primary and secondary leads protected by a flexible weatherproof metal raceway between the sides of the ballast box and transformer housing.

Two-hundred-twenty volt (220V) power shall be connected at each ballast or transformer to the tap nearest the line voltage when the system is operating.

The fluorescent lamp ballast boxes shall be pole mounted approximately eight feet (8') above the base of the pole on the side of the pole away from the normal travel lane as shown on Detail Sheet 4 of the plans.

Mercury-Vapor Luminaires:

Mercury-vapor luminaires shall conform to applicable portions of Article 7.1.1 of the "Standard Specifications for Traffic Signal and Illumination Installations" and the specifications which follow:

Light source shall be E-H1, 400 watt, 20,000 lumen, mercury-vapor lamps. The luminaire shall have a sharp cutoff at 75° above nadir, with no light measured above that point exceeding 6,000 candle power. The amount of illumination striking a width of pavement equal to the mounting height shall not be less than 40% of the total output of the bare lamp.

At points in line on the pavement surface 0.4 "H" in front of the light source and 2½ "H" to either side (when "H" equals the mounting height), the illumination in foot-candles shall be not less than 12% of the value directly beneath the light source.

The successful bidder on this project shall submit two sets of photometric data for the luminaire he proposes to install.

Mercury-Vapor Lamps:

The contractor shall furnish and install the E-H1, 400 watt, 20,000 lumen mercury-vapor lamps.

Fluorescent Luminaires:

The fluorescent luminaires shall be of the two-lamp type suitable for efficient burning of 96 inch fluorescent lamps in a horizontal position and comply with the following:

Light source shall be two (2), 200 watt, 96 inch, T12 or PG17 cool white fluorescent lamps, rated 13,250 lumens each.

The luminaires shall have a sharp cutoff at 80° above nadir, with no light above that point.

The amount of illumination striking a width of pavement equal to the mounting height shall be not less than 22% of the total output of the bare lamps. At points in line on the pavement surface 0.4 "H" in front of the light source and 2½ "H" to either side ("H" defined above) the illumination in foot-candles shall be approximately 16.5% of the value directly beneath the light source.

The reflector housing shall be made of one-eighth inch (1/8") laminated fiber glass, formed to shape in the structural members as shown on the plans. Grey finish shall be impregnated entirely through the housing material with thermo-setting fiber glass resin bond or of all aluminum construction.

Three (3) cast aluminum alloy supporting whale-bone brackets shall be attached to the outer surface of the housing and fastened to cast aluminum alloy ribs on the interior surface of the housing.

Brackets shall be designed for top mounting of the luminaire to two and one-half inch (2½") pipe mast arms. Luminaire end plates shall be of cast aluminum alloy. All aluminum castings shall be heat-treated aluminum silicon-magnesium alloys having no greater copper content than that permitted in Alcoa Designation No. 356.

The reflecting surface of each luminaire shall consist of four interchangeable sections. Each section shall be for one-half of the effective reflector length of the luminaire and shall be pre-formed to the proper design shape as shown on the detail drawing.

Reflector sections shall be firmly held in position by continuous channels at the periphery and cover plates along the center of the fixture. Channels and cover plates shall be formed of 18 gage, or thicker, aluminum sheets. Cover plates shall be one-half the length of the fixture, fastened at the ends of the fixture with piano hinges and at the center with a single one-fourth inch (¼") self-locking aluminum wing nut.

Reflector sections shall be formed of aluminum sheets at least 0.025 inches thick. The reflecting surface shall be processed to provide a sealed oxide coating of not less than 5 milligrams per square inch of surface meeting the approval of the engineer. The reflection factor of the surface after processing shall be at least 78 percent as measured by an A.H. Taylor-Baumgartner reflector meter.

After processing, the reflector shall be washed with a suitable thinner and painted with a clear methacrylate lacquer, applied under dust-free conditions. After painting, the reflector sections shall be protected from damage by scratches or abrasions.

Lamp holders shall be of the twin-turret type and shall be designed for outdoor use with 1,500 M.A. very high output or P.G. lamps.

An easily accessible terminal compartment shall be provided and a suitable wireway shall be provided between the terminal compartment and the mast arm connection.

The successful bidder on this project shall submit two sets of photometric data for the luminaire he proposes to install.

Fluorescent Lamps:

The fluorescent lamps shall be 96 inch, T12, or 96 inch, PG17 rapid start, cool white, 200 watt, with recessed double contact base, rated at 13,250 lumens each.

All lamps shall be furnished and installed by the contractor.

Lamps damaged by the contractor's employees shall be replaced at the contractor's expense.

Painting:

If the contractor elects to utilize steel street light poles, painting shall comply with Division II, Section 4 of the "Standard Specifications for Traffic Signal and Illumination Installations". If aluminum poles are used, the poles shall not be painted.

All enamel shall be Sherwin-Williams "Kem Lustral 42 Line", 50% dark green and 50% gloss black, or General Paint Company's "Green Signal" 50629, or an approved equal. In order to determine the number of paint applications, the contractor shall use, except for the final coat, an off-shade of the above-specified paint. The final coat of paint shall be applied only after the poles are erected, with all attachments completely assembled and all scars and abrasions spotted with two coats of paint.

Miscellaneous Materials:

Miscellaneous and incidental materials required for the complete illumination installation, that are not mentioned on the plans and in these specifications, shall be furnished and placed by the contractor. Such materials shall be good quality and suitable for the use intended.

Payment:

Payment for furnishing all labor, tools, equipment, materials and doing all work as called for by the plans and specifications will be made at the lump sum price bid for:

1. Illumination Installation, Complete

It is understood and agreed that payment as above specified shall constitute full and complete compensation for furnishing all labor, tools, equipment, materials and doing all work in installing the illumination system complete in every respect and doing all other work called for by the plans and specifications.

ADDITIONAL MISCELLANEOUS PROVISIONS

Time for Completion of Work and Liquidated Damages:

Time is of the essence of the contract. Inasmuch as any delay in the prosecution of the work will inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce, and increase the cost to the State, it is essential that the work be pressed vigorously to completion.

The contractor shall complete the work called for under the contract in all parts and requirements within and prior to the elapse of the number of workdays specified in an accompanying special provision.

A workday is hereby defined as every calendar day, except Saturdays, Sundays and Legal holidays, on which the contractor is not prevented, by inclement weather, by conditions resulting from inclement weather, or by suspension of work ordered by the engineer or specifically required by provisions of the contract, or by acts of God, acts of the public enemy, fire, floods, epidemics, quarantine restrictions, strikes or freight embargoes, from performing work under the contract with daily productiveness equal to at least 60 percent of the daily productiveness normally possible at the same stage of construction under favorable conditions. The relative productiveness as determined by the engineer shall be conclusive.

The engineer shall furnish the contractor each week during the work season a statement showing the number of workdays charged to the contract for the preceding week and the number of workdays remaining unused. Said statement shall be deemed delivered when deposited in the United States mail, bearing sufficient postage, and addressed to the contractor at the latest address shown on the Highway Department records. If the contractor is in disagreement with the time charged, and the difference cannot be reconciled immediately by discussion with the engineer, the contractor shall, within ten (10) days after the mailing of the statement, file written protest with the engineer, setting forth in detail the facts upon which the protest is based. Failure to submit such protest within ten (10) days shall constitute approval by the contractor of the number of workdays charged against the contract for the week in the statement.

It is agreed by the parties to the contract that in case all the work called for under the contract in all parts and requirements is not finished or completed within the number of workdays called for in the contract, damage will be sustained by the State of Oregon, and that it is and will be impracticable and extremely difficult to ascertain and determine the actual damage which the State will sustain in the event of andby reason of such delays; and it is therefore agreed that the contractor will pay to the State of Oregon as liquidated damages or the State, at its option, may deduct from any moneys due or to become due to the contractor from the State, the sum indicated in the schedule below for each and every workday elapsed in excess of the number of workdays specified for the performance and completion of the work called for in the contract.

Schedule of Liquidated Damages

	Total Amount of Contractor's Bid	Per Diem of Liquidated Damages
1.	Less than $25,000.00	$ 30.00
2.	$25,000.00 but less than $70,000.00	60.00
3.	$70,000.00 but less than $130,000.00	90.00
4.	$130,000.00 but less than $250,000.00	125.00
5.	$250,000.00 but less than $500,000.00	160.00
6.	$500,000.00 but less than $900,000.00	200.00
7.	$900,000.00 but less than $1,500,000.00	250.00
8.	$1,500,000.00 and over	300.00

The per diem amount of liquidated damages may be other than as above specified if so provided elsewhere in the special provisions.

Permitting the contractor to continue and finish the work or any part thereof after the time or number of workdays fixed for its completion, including any increase in workdays which may have been granted as hereinafter provided, shall in no way operate as a waiver on the part of the State or any of its rights under the contract.

Payment of liquidated damages shall not release the contractor from obligations in respect to the fulfillment of the entire contract, nor shall the payment of such liquidated damages constitute a waiver of the State's right to collect any additional damages which it may sustain by failure of the contractor to carry out the terms of his contract, it being the intention of the parties that said liquidated damages be full and complete payment only for failure of the contractor to complete the work on time.

Increase in Time for Performance of Contract:

Temporary suspension of work and delays occasioned by errors or changes in the plans or specifications of the contract, failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties, and failure of the State to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids, shall be considered causes for increasing the number of workdays specified for the completion of the work, without assessment of liquidated damages, to the extent only that said causes actually increase the number of workdays required for completion of the work to be done under the contract.

Additional Miscellaneous Provisions

Shortage or indadequacy of labor or equipment shall not be considered to be beyond the contractor's control, and delays resulting therefrom shall not be considered cause for increase in the number of workdays specified for the completion of the work.

In the event the contractor is prevented from completing the work to be done within the number of workdays specified for completion by reason of one or more of the causes set forth above only, the contractor may request the Highway Commission to increase the number of workdays specified for the completion of the work, without assessment of liquidated damages. The request shall be in writing, shall set forth in full the conditions which have delayed or prevented completion of the work, shall state the dates of the workdaysduring which prosecution of the work was actually prevented by such conditions, and shall be accompanied by the written consent of the surety to any increase in number of workdays which may be granted by the Commission. The decision of the Highway Commission as to whether and to what extent an increase in the number of workdays for completion of the work without assessment of liquidated damages shall be granted shall be final. No increase in the number of days specified for completion of the work shall be granted without assessment of liquidated damages unless a written request therefor has been submitted to the Commission by the contractor prior to the time specified for the completion of the contract.

Provisions of Article 1.8.6 of Standard Specifications Superseded:

The provisions of Article 1.8.6 of the standard specifications are superseded in their entirety by the foregoing provisions given under the heading "Time for Completion of Work and Liquidated Damages" and "Increase in Time for Performance of Contract."

SUPPLEMENTAL PROVISIONS

Flagmen and State Participation in Flagman Cost:

These provisions apply to flagmen furnished by the contractor for the purpose of safeguarding traffic passing through and by the project while said project is under construction. The provisions set forth in Articles 1.7.8, 1.7.9 and 1.7.14 of the standard specifications, and all other specifications and special provisions relating to the providing of flagmen for the safety and convenience of the traveling public shall expressly apply with full force and effect, as modified and supplemented by the special provisions which herein follow:

Flagmen shall be over 21 years of age, physically and mentally qualified for the work, instructed and trained in the proper function of their duties, efficient in their operations, and courteous in their dealings with the public.

Each flagman on duty shall wear a white or yellow helmet, and shall be equipped with a standard hand-operated warning sign, and for night use, a red lantern or red light. The warning sign shall be octagonal-shaped, 18 inches wide between parallel edges, with the word "STOP" in 6-inch high white lettering on red reflectorized background on one side, and with the word "SLOW" in 6-inch high black lettering on yellow reflectorized background on the opposite side.

When on duty, the flagman shall face traffic and stand clear of traffic lanes. The stopping of traffic shall be effected by holding out the "STOP" sign in a horizontal position in view of the approaching traffic. The signal for traffic to proceed shall be given by similarly displaying the "SLOW" sign in view of the approaching traffic, and waving traffic on by a slow deliberate motion of the free hand of the flagman.

The cost of flagging is to be borne by the contractor with the understanding that payment for same by the State is included in the payments to be made for some one or more of the pay items listed in the contract under the heading "Schedule of Contract Prices," except as follows:

1. The State will make direct reimbursement to the contractor for 57½ percent of the amount arrived at by extending, at the hourly rate actually paid by the contractor, but not in excess of the recognized current hourly rate for "flagmen" labor, the number of man-hours of flagman's services rendered.

2. The State will make direct reimbursement to the contractor for (a) 57½ percent of the amounts the contractor would be required to contribute to the State and the Federal government for accident insurance,

unemployment insurance and social security insurance on a payroll amount arrived at by extending, at the current hourly rate for "flagmen" labor, the number of man-hours of flagman service furnished, and (b) 57½ percent of the amount the contractor is required to contribute to the "Health and Welfare Fund" of a labor union, on account of said flagman labor; provided, that the State will not make reimbursement on that portion of the contribution which is in excess of ten cents per man-hour.

The number of man-hours of "flagman's services rendered" as it is to be used in calculating the amount of payment to be made by State shall include only those hours during which the individual involved is actively engaged in needed flagging work, it being understood that if the individual is employed by the contractor during other hours such other hours of employment will be at the sole expense of the contractor. The engineer shall, at all times, be advised of the location at which flagmen are stationed and of the number in use by the contractor.

The flagging time in which the State is to participate on the basis above specified shall be reported to the engineer weekly. The report for any week is to be in the hands of the engineer before the end of the following week. Flagging time not so reported will be ineligible for State participation as to payment.

Nothing herein contained shall relieve the contractor of his responsibilities as set forth in the standard specifications.

Claims of Error or Omission in Final Estimate:

If the contractor believes the amounts specified in the final estimate and voucher prepared by the engineer pursuant to Articles 1.9.13 and 1.9.15 of the Standard Specifications to be incorrect or insufficient he shall, within the period of 90 days following mailing of the engineer's final estimate and voucher to the contractor's last known address, as shown in the records of the Commission, submit to the engineer an itemized statement of any and all claims which he has for additional compensation earned under the contract. Any claim for additional compensation not so submitted and supported by an itemized statement within said 90-day period is expressly waived and the State shall not be obligated to pay the same. Nothing contained herein shall limit the requirements of Article 1.4.6 when applicable.

Upon receipt of the executed voucher the engineer shall, subject to the provisions of Article 1.9.14, process the voucher for payment in the manner prescribed in Article 1.9.15. The contractor by executing and returning the voucher and accepting payment therefor does not waive his claim or claims for additional compensation when said claims are submitted within the above-mentioned 90-day period.

The engineer shall, as soon as practicable, consider and investigate the claim or claims of the contractor for additional compensation earned under the contract and not included in the engineer's final estimate and voucher. Thereafter, the engineer shall promptly advise the contractor of his acceptance or rejection of the claim in full or in part. If the engineer deems it proper to allow the contractor's claims in full or in part, he shall prepare a revised final estimate and voucher including all such items allowed and submit the same to the contractor.

The contractor shall execute and return the voucher, together with notice of his acceptance or rejection of the amount stated therein as being full compensation earned under the contract. Upon receipt of the executed voucher and notice of the contractor's acceptance or rejection the voucher shall, subject to the provision of Article 1.9.14, be processed for payment in the manner prescribed in Article 1.9.15.

The contractor shall commence any suit, action or proceeding to collect or enforce his claim or claims for additional compensation under the contract within a period of one year following mailing of the engineer's revised final estimate and voucher or statement of rejection to the contractor's last known address as shown in the records of the Highway Commision. If said suit, action or proceeding is not commenced in said one-year period, the final estimate and voucher or revised final estimate and voucher, if revisions are made, shall be conclusive with respect to the amount earned by the contractor, and the contractor expressly waives any and all claims for additional compensation and any and all causes of suit or action for the enforcement thereof that he might have had.

It is expressly agreed by State and Contractor that monies earned by the contractor are not due and payable until the procedures set forth in these specifications for inspection, approval and acceptance of the work, for determination of the work done and the amount due therefor, for the preparation of the final estimate and voucher and processing the same for payment, for consideration of the contractor's claim or claims, if any, and for the preparing of a revised final estimate and voucher and processing same for payment have been carried out. It is further agreed by the State and Contractor that interest shall not accrue to any of the said monies earned by the contractor during a reasonable time in which to carry out the aforementioned procedures necessary for making payment to the contractor, nor during such time as payments are suspended under and pursuant to Article 1.9.14.

EQUIPMENT

Trucks To Be Licensed in Oregon:

All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon.

Renting of Equipment from Counties or Cities Not Permitted:

As federal regulations do not permit use of federal funds in payment of rentals on equipment owned by a state, county or a municipality, the contractor shall, if he rents any equipment from a state, a county or a municipality, and uses the same on the work to be done under this contract, pay to the State Highway Commission an amount equal to the amount paid as rental to the state, county and/or municipality owning theequipment.

Procedure To Be Followed by Contractor in Obtaining Exemptions Under Federal Transportation Tax Act:

Under the federal act which imposes a tax of three percent on amounts paid for transportation of property by motor vehicle, rail, water or air, exemption from payment of the tax is allowed where property is transported to or from the government of a state or other political subdivision, or an agency or instrumentality thereof, and the shipping papers show the consignor or consignee to be such an organization.

A recent ruling of the Internal Revenue Service is to the effect that this exemption applies to shipments of materials used in construction work paid for by the State provided the shipments are, with proper authority, consigned from or to the State or an agency thereof.

In view of this situation and in order that the state may benefit from the exemption thereby allowed, the State Highway Commission hereby authorizes the contractor to whom this contract is awarded to have all shipments of materials destined to enter into the work covered by the contract and to become the property of the State, consigned to the Oregon State Highway Commission in care of the contractor, and to claim exemption from the transportation tax that would otherwise be imposed on such shipments.

This authority is granted to the contractor by the Highway Commission with the understanding that the saving to be made by the exercise of this exemption privilege will be reflected in the prices bid for the contract work and will in that manner accrue to the benefit of the State and other governmental agencies by which funds for the work are contributed.

Exemption from the transportation tax does not apply to shipments of fuel, lubricants, spare parts, equipment, plant, consumable supplies construction forms, form lumber or other items, which do not become a part of the completed work or which do not become the property of the State, and the contractor is not, by these provisions, authorized to use the name of the Oregon State Highway Commission or the State of Oregon in the consignment of shipments of such items.

The contractor is cautioned that any misuse of the authority hereby granted, wherein shipments not eligible for exemption hereunder are consigned to the State Highway Commission, thereby wrongfully relieving the contractor of an obligation to pay a transportation tax, is a violation of federal law, subject to punishment as prescribed therein.

The following is suggested as wording for a certificate that the contractor may submit to consignors of eligible shipments, to be accepted by the consignor as authority to consign said shipments to the Oregon State Highway Commission in care of the contractor.

> The Oregon State Highway Commission, hereinafter referred to as the Public Agency, in Contract No.______, hereinafter referred to as the Project, or by separate written authority, has authorized the undersigned ________________________ hereinafter referred to as the Contractor, to consign to the Public Agency in care of the Contractor any construction materials which will be incorporated in the Project.
>
> The Contractor hereby authorizes__________________, as subcontractor or materialman, to consign construction materials which are to be incorporated into the Project to the Public Agency in care of the Contractor.
>
> This authority is given in order that the Public Agency may have the benefit of the exemption from Federal transportation tax as provided by Internal Revenue Rulings.
>
> Contractor__________________
>
> Dated____________, 19___ By__________________________

December 1, 1957

PAYMENT FOR FORCE ACCOUNT WORK

Modifications of Standard Specifications:

Article 1.9.7: Contrary to the second paragraph, the "Percentage Allowance in Addition to Actual Cost" shall be 15 percent on materials and supplies actually used on the force account work and on the rental on each piece of equipment having a value in excess of $50.00.

Add the following item to the table following the second paragraph:

Employer's contribution to the Health and Welfare Fund of a labor union, at a rate not in excess of $0.10 per hour of workman labor....................	15

Delete paragraph eight which deals with the renting or furnishing of a piece of equipment and the operators thereof as a unit.

Add the following paragraph:

Should any percentage allowance or other corresponding allowance be made by the contractor to a subcontractor, in connection with force account work, such allowance shall be at the sole expense of the contractor and the contractor will not be reimbursed or otherwise compensated for the same by the State.

PARTIAL PAYMENTS AND RETAINED PERCENTAGES

Modifications of Standard Specifications:

Article 1.9.10 -
Delete paragraphs 1, 2 and 3 and substitute the following:

The amount to be retained from any given partial payment shall be such that when added to the sum of amounts previously retained will bring the total of amounts retained to an amount equal to 10 percent of the value of work completed under the contract plus allowances for materials delivered and held in storage upon the work as provided in Article 1.9.9 of the standard specifications, but in no case, to an amount greater than the maximum indicated by the following table:

Contract Amount	Maximum Total of Amounts to be Retained
Less than $200,000	7½ percent of the contract amount
$200,000 to $300,000	$15,000
Greater than $300,000	5 percent of the contract amount

After the retained amount has reached the maximum here indicated, that amount shall be retained until such time as final payment is made, with the proviso that a release of a part of the retained amount may be made earlier, if and when considered by the engineer to be justified by the then obtaining circumstances.

TRAFFIC
May, 1958

CLAIMS OF ERROR OR OMISSION IN FINAL ESTIMATE

If the contractor believes the amounts specified in the final estimate and voucher prepared by the engineer pursuant to Articles 1.9.11 and 1.9.13 of the Standard Specifications to be incorrect or insufficient he shall, within the period of 90 days following mailing of the engineer's final estimate and voucher to the contractor's last known address, as shown in the records of the Commission, submit to the engineer an itemized statement of any and all claims which he has for additional compensation earned under the contract. Any claim for additional compensation not so submitted and supported by an itemized statement within said 90-day period is expressly waived and the State shall not be obligated to pay the same. Nothing contained herein shall limit the requirements of Article 1.4.6 when applicable.

Upon receipt of the executed voucher the engineer shall, subject to the provisions of Article 1.9.12, process the voucher for payment in the manner prescribed in Article 1.9.13. The contractor by executing and returning the voucher and accepting payment therefor does not waive his claim or claims for additional compensation when said claims are submitted within the above-mentioned 90-day period.

The engineer shall, as soon as practicable, consider and investigate the claim or claims of the contractor for additional compensation earned under the contract and not included in the engineer's final estimate and voucher. Thereafter, the engineer shall promptly advise the contractor of his acceptance or rejection of the claim in full or in part. If the engineer deems it proper to allow the contractor's claims in full or in part, he shall prepare a revised final estimate and voucher including all such items allowed and submit the same to the contractor.

The contractor shall execute and return the voucher, together with notice of his acceptance or rejection of the amount stated therein as being full compensation earned under the contract. Upon receipt of the executed voucher and notice of the contractor's acceptance or rejection the voucher shall, subject to the provision of Article 1.9.12, be processed for payment in the manner prescribed in Article 1.9.13.

The contractor shall commence any suit, action or proceeding to collect or enforce his claim or claims for additional compensation under the contract within a period of one year following mailing of the engineer's revised final estimate and voucher or statement of rejection to the contractor's last known address as shown in the records of the Highway Commission. If said suit, action or proceeding is not commenced in said one-year period, the final estimate and voucher or revised final estimate and voucher, if revisions are made, shall be conclusive with respect to the amount earned by the contractor, and the contractor expressly waives any and all claims for additional compensation and any and all causes of suit or action for the enforcement thereof that he might have had.

June 8, 1955
(Bridge)

It is expressly agreed by State and Contractor that monies earned by the contractor are not due and payable until the procedures set forth in these specifications for inspection, approval and acceptance of the work, for determination of the work done and the amount due therefor, for the preparation of the final estimate and voucher and processing the same for payment, for consideration of the contractor's claim or claims, if any, and for the preparing of a revised final estimate and voucher and processing same for payment have been carried out. It is further agreed by the State and Contractor that interest shall not accrue to any of the said monies earned by the contractor during a reasonable time in which to carry out the aforementioned procedures necessary for making payment to the contractor, nor during such time as payments are suspended under and pursuant to Article 1.9.12.

June 8, 1955
(Bridge)

ADDITIONAL CONTRACT PROVISIONS
FEDERAL-AID PRIMARY AND URBAN HIGHWAY PROJECTS

FEDERAL REQUIREMENTS PERTAINING TO EMPLOYMENT OF LABOR, SUBCONTRACTING, ET CETERA

Issue of December 1, 1957

I. Application

These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract.

The contractor shall insert in each of his subcontracts all of the stipulations contained in these Additional Contract Provisions and such other stipulations as may be required.

A breach of any of the stipulations contained in these Additional Contract Provisions may be grounds for termination of the contract.

II. Nondiscrimination of Employees

In the performance of this contract, the contractor shall not discriminate against any worker because of race, creed, color, or national origin.

III. Payment of Predetermined Minimum Wages

These contract provisions are supplemented elsewhere in the contract by special provisions which set forth certain predetermined minimum wage rates. The contractor shall pay not less than those rates

IV. Affidavits and Payrolls

The regulations of the Secretary of Labor, under the "Anti-Kickback" Act, as amended, 18 U.S.C. 874, 40 U.S.C. 276c, are hereby made a part of the contract.

In accordance with the above act, as amended, and regulations, each week the contractor and each subcontractor shall furnish to the resident engineer a sworn affidavit, with respect to the wages paid during the preceding weekly payroll period, in the form prescribed by the regulations as follows:

State of ______________________________

County of ______________________________

I, ____________________ (name of party signing affidavit) ____________________ (title), being duly sworn, do depose and say: That I pay or supervise the payment of the persons employed by ______________________________ (contractor or subcontractor) on the ______________________ (building or work); that during the payroll period commencing on the ______ day of ________________, 19______ and ending on the ______ day of

____________, 19______, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said ____________ (contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full weekly wages earned by any person, other than permissible deductions, as defined in the Regulations under the "Anti-Kickback" Act, as amended, 40 U.S.C. 276c and described below:

(Paragraph describing deductions, if any.)

____
(Signature and Title)

Sworn to before me this ______ day of ____________, 19______.

____________________ My Commission expires ____________.
(Signature of Notary)

The filing of weekly affidavits with the resident engineer on a project shall be considered compliance with the regulations for filing such documents.

The contractor and each subcontractor shall report, upon the completion of the contract, a summary statement of all employment, indicating for the completed project the total hours worked and the total amount earned. This report shall be submitted to the resident engineer together with the data required in Section VI hereof relative to materials and supplies.

The submission by the contractor of payrolls, or copies thereof, is not required. However, in accordance with the "Anti-Kickback" regulations referred to above, each contractor or subcontractor shall preserve his weekly payroll records for a period of three years from the date of completion of this contract. The payroll records shall set out accurately and completely the name, occupation and hourly wage rate of each employee, hours worked by him during the payroll period, the full weekly wages earned by him, any deductions made from such weekly wages, and the actual weekly wages paid to him. Such payroll records shall be made available at all times for inspection by the contracting officer or his authorized representative.

The time books of the contractor and subcontractors shall be open to the inspection of the engineers at any time.

The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employe in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

No individual shall be employed as a laborer on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals. No such rental agreement, or any charges for feed, gasoline, supplies, or repairs on account of such agreement, shall cause any deduction from the wages accruing to any employee except as authorized by the regulations hereinbefore cited.

V. Employment Classification Reports

The contractor and each subcontractor shall furnish, for the weekly payroll periods nearest to January 15, April 15, July 15 and October 15, a summary statement with respect to employment, broken down into the four classifications enumerated below. Such summary statement shall indicate for the payroll period covered the total number of employees, the total hours worked and the total amount earned for each of the four classifications, and the totals for the four classifications combined. The quarterly summary statement data shall be submitted on Form PR-110, which will be furnished for this purpose upon request, or on any other form which provides for reporting identical information.

(1) Executive or Administrative:

Employes in this category shall be classified in accordance with the definitions for Executive and Administrative employees as adopted by the Secretary of Labor under the Fair Labor Standard Act, as amended, and in effect at the time of invitation for bids.

(2) Skilled:

Skilled labor shall include the operators of complex, heavy power equipment and skilled craftsmen of the journeyman grade.

(3) Intermediate grade:
Intermediate grade labor shall include
- (a) Operators of power equipment except:
  Complex, heavy power equipment
  Trucks of 1½ tons or less (manufacturer's rated capacity)
  Tractors of less than 20 horsepower (manufacturer's rated capacity)
  Passenger cars
- (b) Persons performing any other labor which requires considerable training and experience.

(4) Unskilled:
Unskilled labor shall include
- (a) Operators of trucks of 1½ tons or less (manufacturer's rated capacity), operators of tractors of less than 20 horsepower (manufacturer's rated capacity), and operators of passenger cars.
- (b) Helpers to journeyman craftsmen and all other labor which requires no special skill or experience or the exercise of discretion and independent judgment.

VI. Record of Materials and Supplies

The contractor shall maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed below and in the units shown. Upon completion of the contract, this record, together with the final labor summary required in Section IV hereof, shall be submitted to the resident engineer for the project on Form PR-47 in accordance with instructions thereon, which will be furnished for this purpose upon request, or upon any other form which provides for reporting identical information. The quantities for the listed items shall be reported separately for roadway and for structures over 20 feet long as measured along the center line of the roadway.

1. Cement: All cements used, whether standard, natural, high-early-strength, or other special types, shall be reported in barrels.

2. Aggregates (Commercial): This item shall include only those aggregates (sand, gravel and crushed stone or rock) that the contractor purchases from commercial producers and shall be reported either in tons or cubic yards. Aggregates produced by the contractor shall be reported under Item 15.

3. Bituminous Materials: All bituminous materials purchased by the contractor shall be reported in gallons. This item shall include all liquid asphaltic materials such as S.C., M.C., R.C., and emulsion and all asphaltic cements and tars. All petroleum fuels, lubricating oils and grease shall be reported under Item 9, Petroleum Products.

4. Lumber: This item shall include plywood, pressed wood, other form lumber; all lumber used for falsework, bridge timbers, floor planks, guard rail, fences; and any other lumber product, except timber piling, and shall be reported in thousand board feet.

5. Timber Piling: This item shall be reported in linear feet.

6. Corrugated Metal Culvert: This item shall include factory riveted corrugated pipe, structural plate pipe, pipe-arches and arches. Quantities for these structures shall be reported in linear feet for each size used.

7. Reinforcing Steel: This item shall be reported in pounds, and shall include all steel used as reinforcing in pavements and/or structural concrete.

8. Structural Steel: This item shall be reported in pounds, and shall include fabricated bridge steel, steel H-piling, and sheet piling.

9. Petroleum Products: This item shall be reported in gallons, and shall include supplies such as gasoline, lubricating oil, grease, diesel fuel or fuel oil used in the operation of equipment or on incidental work connected with the construction of the project.

10. Explosives: This item shall be reported in pounds and shall include all explosives used in the construction of the project. Caps and fuses shall not be included in this item.

11. Ready-mixed Concrete: This item shall include all concrete used on the job that is purchased in a prepared condition ready for placement as it reaches the job and shall be reported in cubic yards.

12. Premixed Bituminous Paving Materials: This item shall include all bituminous paving mixtures, including rock asphalt, used on the job that are purchased in a prepared condition ready for placement as they reach the job and shall be reported in tons.

13. Concrete Culvert and Drain Pipe: This item shall include both plain and reinforced pipe used on the job and shall be reported in linear feet for each size used.

14. Clay Pipe and Drain Tile: This item shall include all clay pipe and tile used on the job and shall be reported in linear feet for each size used.

15. Aggregates Produced (other than Commercial): This item shall include only the quantity of aggregates (sand, gravel, and crushed stone or rock) that is produced by the contractor. The quantity shall be reported either in tons or cubic yards.

16. Miscellaneous Steel: This shall include an estimated total weight of steel products not covered by Items 6, 7 or 8, such as steel guard-rail, fences, cast iron pipe, tubular piling, joint devices, nails, etc. The quantity shall be reported in pounds.

Where subcontractors are involved the general contractor shall submit either a single report covering work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

VII. Subletting or Assigning the Contract

The contractor shall perform with his own organization work amounting to not less than 50 percent of the remainder obtained by subtracting from the total original contract value the sum of any items designated in the contract as "Specialty Items."

Any items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions found elsewhere in the contract.

No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer or his authorized representative. Requests for permission to sublet, assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by a showing that the organization which will perform the work is particularly experienced and equipped for such work. The contractor shall give assurance that the minimum wage for labor as stated in his proposal shall apply to labor performed on all work sublet, assigned or otherwise disposed of in any way. Consent to sublet, assign or otherwise dispose of any portion of the contract shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract.

PREDETERMINED MINIMUM WAGES

The wage rates paid to persons employed on the work to be done under this contract shall not be less than the following allowable minimum:

For Skilled Labor

Two Dollars and Eighty-five Cents per hour.

For Intermediate Grade Labor

Two Dollars and Sixty Cents per hour.

For Unskilled Labor

Two Dollars and Fifty Cents per hour.

Highlands Interchange Illumination Installation

SCHEDULE OF CONTRACT PRICES

Payment for work done under this contract will be made at the unit prices listed on this sheet or sheets which follow. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amount of work to be done and paid for will correspond therewith.

Item No.	Item and Quantity			Amount
1.	Illumination Installation, Complete For Thirteen Thousand Two Hundred Dollars Lump Sum	All Required	$	13,200.00
		Total Amount of Contract	$	13,200.00

FORM E-30X—50M—6-56—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1958

SUBJECT: Agenda Item 4y

To: Val Johnson
Traffic Control Engineer
OFFICE

The State Highway Commission ordered further investigation and report on the matter of the W. R. Grasle Company's refusal to do any work under Contract No. 5311, Highlands Interchange illumination project unless granted additional compensation. Contractor has requested additional compensation or cancellation of contract.

Will you please collaborate with Mr. Merchant for preparation of a report to Mr. Paxson.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

JAH:dp
cc: G. S. Paxson
Ivan Merchant

RECEIVED
NOV - 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
DEC 2 1958
FOR FILING

U-318(4)
5311

4-4
Oct. 23 1958

October 28, 1958

W. R. Grasle Company
Electrical Contracting and Engineering
437 N. W. Sixteenth Avenue
Portland 9, Oregon

Attention: Mr. T. A. Kommers

Gentlemen:

I refer to Mr. Kommers' letter of October 21, 1958 regarding state highway contract No. 5311 awarded to you for construction of the Highlands Interchange Illumination Project. Your letter was brought to the attention of the members of the State Highway Commission and was discussed by the Commission at its meeting on October 23. Mr. Kommers was present during the discussion.

He was not given a definite answer at that time but the Commission referred the matter to the State Highway Engineer for review and report at its next meeting, which is scheduled for December 11 and 12, 1958.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:rj

October 22, 1958

W. R. Grasle Company
734 N. W. Sixteenth Avenue
Portland 9, Oregon

Attention: Mr. T. A. Kommers

Gentlemen:

Just received is your letter of October 21, 1958, regarding State Highway Contract No. 5311 for construction of the Highlands Interchange Illumination project which contract was awarded you on September 11, 1958. Noted is your request that the Commission either entertain a quotation from you for additional costs involved in completing this project in the early summer of 1959 or void the contract by mutual consent.

I am including this matter on the Commission's agenda for discussion at its meeting this week and will advise you immediately thereafter of the action that was taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jb

cc: W. C. Williams
Commissioners

agenda
10/23

TELEPHONE CAPITOL 8-0243

W. R. GRASLE CO.
ELECTRICAL CONTRACTING AND ENGINEERING
437 N. W. SIXTEENTH AVENUE
PORTLAND 9, OREGON

October 21, 1958

AGENDA
OCT 23 1958
4y

Kommer present
see recording

Oregon State Hiway Commission
State Hiway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

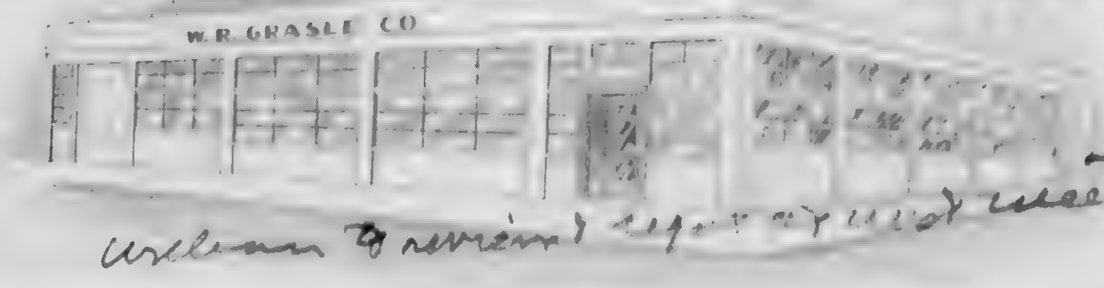
Subject: Contract #5311
Highlands Interchange Illumination

Gentlemen:

This is written with reference to our contract for the subject work. We have been advised by your field representative that electrical work on this project cannot begin until approximately April 1, 1959 with a substanial portion of the work to be done in the early summer of 1959.

In your contract specification under the title Coordination of Work, it is pointed out that "some of the pole foundations, conduit and wire cannot be installed until the roadway contract is nearly completed. Workdays will not be counted against this project for any period of time during which the Illumination Contractors work is held up by non-completion of roadway facilities". On this basis we are advised that the State insists that our contract be performed without additional compensation for the delays involved in completion of roadway facilties. Although it may be true that technically speaking your specification covers this contingency, you can understand that in view of the fact that a completion time limit of eighty workdays was included and is a part of your contract documents, it is at least misleading to the contractor that this could signfy as much as nine or ten months delay before final completion of the work.

You can appreciate that a delay of nine months represents substanial increase in cost to the contractor, both in labor and materials. Our quotation for this work included figures from three separate subcontractors for painting, concrete bases, and trenching. They are not willing to hold their prices firm until early summer of next year. Likewise, we know from our present labor agreement that our basic labor rates will increase as of January 1, 1959. Additionally quoted prices for electrical equipment and materials for this job are made on a firm basis for thirty days. In order to held such prices firm we are faced with the problem of buying and storing these materials, and although we are advised by representatives



ACKNOWLEDGED
H. B. GLAISYER

Willeman to review & report at next meeting

54C

of your department that it would be possible to store such materials at the State Hiway Department site in Sylvan, this nevertheless represents additional cost for us in handling of materials and additional cost as a result of retained percentage witheld by the State until the work is completed and accepted.

In view of these considerations, we respectfully request that the Commission entertain a quotation from us for the additional costs involved in completing as of early summer of next year. If the Commission is unwilling to grant additional compensation, then it is respectfully requested that our contract be voided by mutual consent.

We believe the Commission will understand that whenever specifications set out completion time limits there is a strong presumption that the owner expects to complete the job in essentially the time specified, provisions for delays notwithstanding. The fact that the contract was awarded September 11, 1958 and the Beginning Date of Workday Count was September 22, 1958 support this presumption. Taken literally the provision for delays due to non-completion of roadway facilities could extend the contract indefinitely and such a contract would seem to be inequitable to the contractor.

Your careful attention to this matter will be very much appreciated. It is requested that you notify us at the earliest opportunity of your decision in this matter.

Very truly yours,

W. R. GRASLE CO.

T.A. Kommers

T. A. Kommers

TAK/lc

RECEIVED
OCT 22 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X 12 SM 8 59

RECEIVED

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U 312(4)

5311

October 24, 1958

W. C. WI

Mr. Fred T. Fowler
Highway Engineering Coordinator
414 City Hall
Portland 4, Oregon

Dear Mr. Fowler:

Mr. Carl Lundell, Utilities Engineer for the City of Portland, requested of Mr. F. B. Crandall, Traffic Engineer, some time ago that a representative of the Traffic Engineering Division of the State Highway Department contact him and discuss possible revisions to illumination of the Highlands Interchange project. This was accomplished on October 10, and we have reviewed in detail Mr. Lundell's request for changes in the lineal illumination.

The changes requested by Mr. Lundell, in effect, would give us lineal illumination throughout this entire interchange area. The Highway Department does not feel that it is necessary to accomplish lineal illumination for the satisfactory operation of the interchange. For this reason, we do not feel that we can honor the City's request for a change in the presently contracted illumination project.

If the City of Portland wishes to proceed at its own expense with the installation of sufficient luminaire units to provide lineal illumination, the Highway Department will grant a permit for the placement of such poles along its right-of-way. The Department would, however, under no circumstances grant permission for the placement of a pole line in the medial island area.

Very truly yours,

W. C. Williams
State Highway Engineer

By [illegible] Signed
G S Paxson

G. S. Paxson
Assistant State Highway Engineer

JAH:bb:ar

cc to: Mr. Carl Lundell
Utilities Engineer
City Hall
Portland 4, Oregon

W. C. Williams, F. B. Crandall, Lloyd Shaw, A. G. Skelton, C. G. Polk

A

RECEIVED
OCT 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

U-318(4)

5311

Oct. 10, 1958

W. R. Grasle Company
437 N. W. 16th Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5311, awarded Sept. 11, 1958, for illumination installation on the Highlands Interchange Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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SEP 15 1958
FOR FILING

U 31(4)

5311

1

September 12, 1958

W. R. Grasle Company
437 N. W. 16th Avenue
Portland 9, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5311 for the Highlands Interchange Illumination Installation on the Sunset Highway in the city of Portland, Multnomah County.

This award was based on your bid of $13,200 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 16 1958
FOR FILING
U-318(4)
5311

When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5311 for Oregon Project U-318(4), Highlands Interchange (Illumination) on the Sunset Highway, to W. R. Grasle Co. of Portland, Oregon, low bidder in the amount of $13,200.00 at the August 26, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to
Mr. Merchant

NOTED
J. S. PAXSON

R

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AUG 6 1958
FOR FILING

C-3[illegible](4)

5311

August 6, 1958

Mr. Will Gibson, City Auditor
City of Portland
City Hall
1220 S.W. 5th Ave.
Portland, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Portland two fully executed copies of an agreement between the State Highway Commission and the City of Portland covering installation of luminaire units at the Highlands Interchange on S.W. Canyon Road (Sunset Highway).

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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AUG 13 1958
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Maint
Traffic S
[illegible]

Salem, Oregon
August 6, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2000

Traffic Signal Agreement
City of Portland

Mr. C. G. Swensen
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engineer, County & City Relations

Attached is a conformed copy of an agreement with the City of Portland covering the installation of luminaire units at the Highlands Interchange on S.W. Canyon Road(Sunset Highway).

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City Auditor, Portland, Oregon.

Secretary

rn
Attach: 1

FORM E-20 50M 6-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

SUBJECT: Traffic Signal Agreement
City of Portland

To: Mr. G. S. Paxson
OFFICE

Attached are four copies of an agreement covering installation of luminaire units at the Highlands Interchange on S. W. Canyon Road (Sunset Highway). Four copies have been executed by the city but only three copies require signature by the Highway Commission. These copies also require your signature of approval.

After signature by the Highway Commission, please have two fully executed copies returned to the city.

The Highway Commission approved the project 8/16/56.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 29, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-17-56 Minute Page 26921
Secretary

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FILING

U-318(4)

5311

When replying, refer to
08-3.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-318(4)
Highlands Interchange, Sunset
Highway, Illumination

Dear Sir:

We have today approved P. S. and E. Documents for subject project. This is to authorize your advertising for bids.

In the review, a minor item was noted on Drawing No. 1199. The contractor might figure on installing two line contactors instead of one for the "L" and "D" luminaires fed from the service cabinet for this location.

Very truly yours,

C. C. Polk
Division Engineer

Orig to SHP

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5311

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1958

To: Leonard I. Lindas
Chief Counsel
Office

SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
S.W. Canyon Road at Highlands
Interchange
Portland

As a part of the construction of an interchange facility at the intersection of S.W. Canyon Road and Highlands Road in the City of Portland, we are planning to install a number of luminaire units. The City of Portland has been asked to care for the maintenance and power costs of the illumination installation. Will you please prepare a State-City agreement covering the installation.

It is believed that the following points should be included in the agreement:

1. The highway involved is the Sunset Highway, No. 47, US26, which in this section of Portland is routed over S.W. Canyon Road.
2. The interchange involved is the Highlands Interchange between the Sunset Highway and Highland Road.
3. It is planned to install luminaire units at this interchange as shown on the attached plans.
4. The installation is estimated to cost $18,500.
5. The State shall make the installation at its own expense.
6. The City shall maintain the luminaires after installation and shall pay for all electrical energy consumed.
7. The City has approved the plans as prepared by the State and shall agree to make no changes in the installation without prior approval in writing from the State.

If after preparation you will submit the completed agreements to this office, we will check them and care for further processing.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

VPJ:bb/kg
Attachments
cc: G. S. Paxson
C. G. Swanson

NOTED
G. S. PAXSON

RECEIVED
MAY 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

7971-535 Interstate Br.-Oregon Slough 1958
Rdside. Improvement Proj.
#5312

Form E-1—(Rev.)—10M—2-50

7971-535

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Interstate Bridge - Oregon Slough
Highway Pacific County Multnomah
Contractor E. P. Baltz and Sons
Date of contract September 11, 1958
Date work started October 20, 1958
Project authorization . . . . . $ 20,856.66
Exclusive of engineering . . . . . $ 19,586.22

For Week Ending August 8, 1959
Kind of work Road side Improvement
Section prefix 7971-535
Contract number 5312
Specified work days Does not apply
Work days used Does not apply
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 19,378.41
Estimated per cent overrun or underrun . . . . 0 %
Per cent of contract completed, based on estimated cost . . . . 100 %
Engineering authorization . . . . $ 1,270.44
Engineering cost to date $ 1,181.50, 93.0 %
Date project was completed June 15, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	Landscaping ~~OIL AND/OR PAVT.~~	MAT'L PROD.
----	-----	-----	------	-----	100	------

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final was completed this week August 4, 1959 and sent to the Division Office.

This is the last weekly report.

Noted
M. R. Juve

NOTED
JOHN [illegible] OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1959
NOTED-- CE ACE ACE COE

CC: Chuck Hazelton

NOTED
G. L. [illegible]

Signed GEB.
Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	~~GRADING~~	~~SURFACING~~	~~MAINTENANCE MATERIALS~~	OIL AND BITUMINOUS MACADAM	~~PAVING~~
Miles in project	Topsoil	Steel Pipe	Shrubs		Lawn
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	600 cy	4,940 lf	1,110 ea.		0.60 ac.
Total quantities corrected to date	505.6 cy	5338.3	1,059		0.53 ac
Estimated quantities moved or placed to date	505.6 cy	5,338.3	1,059		0.53 ac.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

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APR 2[illegible] 1959
FOR FILING

7971-535

531

April 28, 1959

Oregon State Highway Commission

Gentlemen:

It has become apparent that the project authorization on the Interstate Bridge-Oregon Slough Section of the Pacific Highway, Contract No. 5312, will overrun in an anticipated amount of $3,000, a 16.8 per cent increase in the project authorization. This overrun has been mainly caused by two items as follows:

Item No. 1 is 2½-inch galvanized steel pipe which was incorrectly summarized as 160 feet as compared to a planned length of 640 feet. This error in the plans accounts for approximately $960 more than originally planned.

Item No. 2 is the increased cost for a pump that would adequately deliver water required. The well to be drilled under the contract had to be increased in depth and as a consequence, a larger and different type of pump at an estimated increased cost of $1,560 was required.

Your approval of this request that the project authorization be increased $3,000 to a new total of $20,856.66 is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

FBK:fp:ae

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MAY [illegible] - 1959
FOR FILING
7971-535

5312

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1959

SUBJECT: Interstate Bridge-Oregon Slough
Pacific Highway
Contract No. 5312

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find a Report on Expected Over-run of Project Authorization on subject section. The anticipated over-run in this case amounts to $3,000 or 16.8 per cent of the project authorization, and is caused by two reasons. The 2½-inch galvanized steel pipe was apparently incorrectly summarized when the job was set up in as much as the summary lists 160 feet compared to the planned run of 640 feet. This item cost approximately $961 more than originally planned.

The depth of the well had to be increased over the proposed depth in order that an ample quantity of water would be obtained. This, in turn, caused a change of the required pump at an increased cost of approximately $1,560.

This request is for an additional $3,000 over the project authorization in order that the above and other minor items are covered.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

P.S. Rough draft of a letter to the Highway Commission is attached.

FORREST COOPER

Form No. E-372—10M—7-56

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MAY 8 1959

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Interstate Bridge-Oregon Slough
Date April 16, 1959
Highway Pacific
Contract No. 5312
County Multnomah
Kind of Work Roadside Improvement
Contractor E.P.Beltz & Son

7371-535

Contract Amount $ 14,330.59

Expected over-runs and under-runs in contract items:

Major items, itemized:

5312

	Quantity	Unit Price	Amount
Item 8. 2½" Galvanized Steel Pipe	+540 Lin.Ft.	1.78	$ 961.20 +

Minor items, unitemized algebraic total — 95.00

Subtotal $ 866.20

Approved work orders (Price, extra work and state force orders) This amount includes $350.00 for anticipated S.F.O. # 1- for installation of temporary electrical service for pump. $ 5,735.05

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Extra Work Order # 2 Deep well pump	- 1250.00
Extra Work Order # 4 Remove asphaltic conc. back of curb	- 137.58

Minor items, unitemized algebraic total

Subtotal $ - 1,387.58

Authorization for engineering $ 1,270.44

Expected over-run or under-run of engineering authorization $ 0

Costs not included above (explain) $ 0

Allowance for future contingencies (——% of work remaining) $ 0

Credits to come from transfers and deductions $ 0

Present estimate of project cost $ 20,814.70

Brief Statement of principal causes of over-run:
2½" Galv. Pipe scaled on plans show 640 ft. Summary shows only 160 ft.
The cost for the pump for the water system & electrical system was considerably more than originally anticipated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 17,856.66
Present estimate of project cost $ 20,856.66
Expected over-run (Amount) $ 3,000.00
Expected over-run (per cent) 16.8

Space to right of this line is for use of Salem office.
17 [illegible]

Submitted by: James Dow
James Dow
Resident Engineer

Confirmed by: A V Benedict
Assistant Division Engineer

Noted by: [illegible]
FIELD Construction or Bridge Engineer

Noted by: [illegible]
Deputy or Assistant State Highway Engineer

State Printing 86719

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APR 17 1959
FOR FILING
197-5312
5312

April 16, 1959

E. P. Balts & Son
9817 East Burnside Street
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 16, 1959, had under discussion your request for an extension of time from April 15 to June 15, 1959 within which to complete your Contract #5312, roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: Tom Edwards
Lloyd Shaw
James Dun

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FOR FILING

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April 2, 1959

Oregon State Highway Commission

Request for Extension
of Time No. 1
April 16-17 Meeting

Gentlemen:

We are in receipt of a Contractor's Request for Extension of Time to complete the landscaping job on the Interstate Bridge-Oregon Slough Section of the Pacific Highway, Contract No. 5312.

Last January 22 you granted an increase on this project from December 31, 1958 to April 15, 1959, which was justified because of difficulties encountered in the drilling of a well to provide water for the plantings. This deeper well posed some problems in the design of the pumping system which have just been resolved. We have not been able to direct the contractor until now as to the type of pump system he should supply. He has been delayed through no fault of his own, and it is my recommendation that he be granted an extension of time, without penalty, to June 15, 1959 to complete this work.

This matter will be on the agenda for your consideration at the April 16 and 17 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp;ae

cc to: Mr. Tom Edwards

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5312

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 5312 Contractor E.P.Beltz & Son

Highway Pacific

Section Interstate Bridge- Oregon Slough

Kind of Work Roadside Improvement

It is recommended that such extension be granted as requested under the following terms and conditions:

Without penalty

Recommended for Approval:

A.V. Benedict
Assistant Division Engineer

L. H. Young
Construction Engineer or Bridge Engineer

Forrest Cooper
Deputy State Highway Engineer

Contract No. 5312

Project designation State Co-op (State—Federal)

Date awarded Sept.11,1958

Work started Oct.20,1958

Per cent completed 75% Mar.26,1958 (Date)

Specified completion date Dec. 31, 1958

Previously extended to April 15, 1959

Extension requested to June 15, 1959

Form E-320 -3M--9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date March 20, 1959

Gentlemen:

We, the undersigned, respectfully request an extension of 166 days time, from Dec. 31, 1958, to June 15, 1959, within which to complete our Contract No. 5312, described as follows:

Interstate Bridge——Oregon Slough Sec.,

The above request is based upon the following reasons:

It was very difficult to get sufficient water supply, requiring more time to drill the well. Also, when water supply was obtained the pump equipment had to be re-designed to fit the well. Authorization for the pumping equipment has not been received as of this date.

Respectfully submitted,

E. P. BALTZ & SON
Contractor

By Marjory Beltz Partner.

CONSENT OF SURETY

Date March 23, 1959

We,

UNITED STATES FIDELITY AND GUARANTY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

John L. Rieschel
John L. Rieschel Attorney-in-fact

Paul F Nolan
Resident Agent

(SEAL)

State Printing 78755

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FOR FILING

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5312

Salem, Oregon
Jan. 23, 1959

Extension of Time

S. H. Probert
Ivan Merchant
C. E. Maison - 2
Tom Edwards

The State Highway Commission at its meeting held on Jan. 22, 1959, approved the following extension of time:

Contract No. 5312, with E. P. Baltz & Son, for roadside improvement on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County, extended from Dec. 31, 1958, to April 15, 1959.

Secretary

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JAN 23 1959
FOR FILING

7971-335
5312

Jan. 23, 1959

E. P. Dalin & Son
9617 E. Burnside St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Jan. 22, 1959, had under discussion your request for an extension of time from Dec. 31, 1958, to April 15, 1959, within which to complete your contract No. 5312, for roadside improvement on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
Lloyd Shaw
James Dow

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JAN 1 - 1959
FOR FILING

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5312

December 30, 1958

Request for extension of time
No. 1
January 22 and 23, 1959 meeting

Oregon State Highway Commission

Gentlemen:

Contract No. 5312 was awarded to E. P. Balte & Son in September of 1958 and contemplated drilling of a well and landscaping on the Interstate Bridge of the Pacific Highway in the vicinity of Oregon Slough northerly from Portland. Due to the nature of the contract, it was set up on a calendar time basis rather than on a workday basis, with a completion date of December 31, 1958. One of the items of work (which had to be done before plantings were made) was the drilling of a well of a specified depth of 250 feet. It was assumed that a well of this depth adjacent to Oregon Slough would give us ample water; however, such was not the case, and, down to the 250-foot depth, no water was encountered. There was considerable delay in determining what to do to assure a water supply, which, of course, held up other work under the contract. For this reason, the contractor has asked for a time extension to April 15, 1959, and it is my recommendation that the extension be granted without penalty.

This matter will be on the agenda for your consideration at the January 22-23 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn   me

cc Mr. Tom Edwards

FORM 2-123 3M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

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5312

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Nov. 19, 1958

E. P. Balts & Son
9817 E. Burnside St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5312, awarded Sept. 11, 1958, for roadside improvement on the Interstate Bridge-Oregon Slough Section of the Pacific Highway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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FOR FILING

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5312

September 12, 1958

E. P. Baltz and Son
9817 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5312 for the Interstate Bridge-Oregon Slough Roadside Improvement Project on the Pacific Highway in Multnomah County.

This award was based on your bid of $14,330.39 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

DS-57(6) W. Unit, Ukiah-Forest 1958
Boundary Sec.
#5313

RECEIVED
JUN 15 1959
FOR FILING

NOTED
W. C. WILL...S

W. C. Williams

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RECEIVED
JUN -
OFFICE
STATE HIGHWAY ENGINEER

May 27, 1959

W. Unit, Ukiah-Forest Boundary
Contract No. 5813

FINAL COST ANALYSIS

Stone and Base and Oiling
Contractor: E.H. Itschner Co.
Resident Engineer: John H. Walker

Ukiah-Hilgard Hwy.
Prefix No. 130-1069

-H-57-(6)
-53-13

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**1. Coarse Cr.Mat'l in Base	2,423.23	Ton	1.80	1.76	4,275.17	4,361.81
**2. 3/4"-0 Cr.Mat'l in Base	7,068.28	Ton	1.80	1.76	12,461.18	12,722.90
**3. Sprinkling	304	M-Gal.	2.00	2.00	608.00	608.00
*4. Preparation of Base	3.59	Mile	200.00	200.00	718.00	718.00
*5. 3/4"-0 Mat'l in Binder Course	574.45	Ton	2.50	2.66	1,530.48	1,436.13
*6. Furnish & Place Aggregate	2,465.66	Ton	3.35	2.81	6,938.97	8,259.95
*7. MC-2 Asphalt	70.73	Ton	50.00	50.00	3,536.50	3,536.50
*8. 120-150 Asphalt	162.58	Ton	47.00	47.00	7,641.26	7,641.46
*9. RS-1 Asphalt	45.62	Ton	48.00	48.00	2,189.76	2,189.76
*Force Account (State participation in flagging)					53.60	53.60
					$ 39,952.92	$ 41,527.92

Gross Revenue	$ 41,527.92
Total Cost	39,952.92
NET PROFIT	$ 1,575.00

Net Profit equals 3.79% of Gross Revenue

* Russell Olson Construction Co. (All or in part)

** George Corliss (All or in part)

CRUSHING BREAKDOWN
E.H. Itschner

	Quantity	Unit	Cost	Unit Cost
Move In	12,531.62	Ton	1,323.25	0.105
Feed	12,531.62	Ton	5,029.30	0.401
Crushing	12,531.62	Ton	9,898.26	0.789
Haul	12,531.62	Ton	2,098.56	0.168
TOTAL COST	12,531.62	Ton	18,349.37	1.464
Blading and Rolling Base Mat'l	9,491.51	Ton	2,838.45	0.299
Total cost crush, haul, and place per ton				1.76

The crushing plant operated 207 hours for an average production of 60.5 cubic yards per working hour.

DETAIL OF COST - Contract No. 5313

Labor:		
Labor and Supervision	$ 5,012.13	
Labor Insurance and Health & Welfare	338.53	$ 5,350.66
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	9,206.06	
Equipment Rental, Hired	1,624.88	
Gas, Oil, and Grease	1,489.58	
Freight	5.31	
P.U.C.	71.67	
Bond	309.26	
Small Tools and Misc. Supplies	113.23	
Home Office and General Overhead	178.72	12,998.71
Hired Contractors:		
Russell Olson Construction Co.	18,157.10	
George Corliss	3,446.45	21,603.55
		$ 39,952.92

Remarks - Contract No. 5313

This was a "Federal Aid Secondary Project" consisting of the construction of 3.59 miles of stone base and shoulders, involving 9,491.5 tons of crushed materials, and the construction of 3.59 miles of type 0-11 oil mat wearing surface with binder course on the West Unit, Ukiah-Forest Boundary Section of the Ukia-Hilgard Highway in Umatilla County.

This project was bid August 19th, awarded September 11th, and completed October 13, 1958.

The contractor moved in and set up his crushing equipment during the week of August 11 - 16, 1958. Crushing of 3/4"-1/2", 1/2"-1/4". and 1/4"-#10 oiling aggregates was started Monday, September 1st and completed the same week.

Change over was made to 1-1/4"-3/4" oil aggregate and production was started Monday and completed Tuesday, September 2nd. The contractor began producing, hauling, and placing 1-1/2"-0" crushed material on Wednesday.

The placing of base material was completed Monday, September 29th, and the binder shot on Tuesday. The placing of the 0-11 oil mat was started Monday and completed, with exception of brooming, on October 10, 1958. The entire project was completed the following week.

George Corliss did the processing of the base material using a #12 blade, a 10-ton 3-leg roller, and furnishing the sprinkling equipment. Russell Olson participated on items #5 and 6 and completely on items #4, 7, 8, 9, and Force Account.

The prime contractor made only a small profit due to low bid on base material.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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OREGON STATE HIGHWAY DEPARTMENT
(date)

November 26, 1958

88-57(6)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5313	3-F	E. H. Itschner Company
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
27498	H 229412	$ 1,245.84 11/26/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 110 workdays from Sept. 22, 1958

Time Extensions: None

Completion Date: Oct. 13, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

NOV 28 1958
JC

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NOV 13 1958
FOR FILING

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5313

Nov. 12, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5313 for stone base and oiling on the W. Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County, was completed by the contractor, E. H. Itschner Company, on Oct. 13, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $1,245.84 will be released to the contractor on or after Nov. 22, 1958. The total contract amount is $41,527.92, of which amount $53.60 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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OCT 30 1958
FOR FILING

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5313

October 29, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. in connection with contract No. 5313, covering stone base and oiling on the West Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County. This payment, in the amount of $19,566.78, will be released to the contractor on or after November 10, 1958. The retained percentage is $1,245.84.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

SS 57(6)
5313

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17, 1958

Section West Unit, Ukiah-Forest Boundary
Highway Ukiah-Hilgard County Umatilla
Contractor E.H. Itschner Co.
Date of contract Sept. 11, 1958
Date work started Sept. 8, 1958
Project authorization $46,500.75
Exclusive of engineering $43,194.03

Kind of work Stone Base & Oiling
Section prefix 130-1069
Contract number 5313
Specified work days 110
Work days used 15
Per cent of time elapsed 13.6 %

Estimated cost of completed project, exclusive of engineering $41,527.92
Estimated per cent underrun 3.9 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $3,306.72
Engineering cost to date $2,273.95, 68.8 %
Date project was completed October 13, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The notice of completion for this contract was sent in Monday October 13, and the semi-final estimate was completed and sent to the La Grande Division Office on Wednesday Oct. 15th.

This will be the final report for this section unless there is additional checking to do at a later date.

CONSTRUCTION DIVISION
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OCT 21 1958
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Noted
W. N. Juv

Signed Walker Resident Engineer
Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.59		3.59	
Miles partially completed					
Miles completed		3.59		3.59	
Total estimated quantities (contract)		9,650 Tons		206 Tons Oil 2480 Tons Rock	
Total quantities corrected to date		9,491.5 Tons		208.2 Tons Oil 2465.66 Tons Rock	
Estimated quantities moved or placed to date		9,491.5 Tons		208.2 Tons Oil 2465.66 Tons Rock	
Average daily quantities					
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day		0		0	
Hours per shift		0		0	
Average force on project for week		0		0	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Pt. fair		
Saturday			

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OCT 20 1958
FOR FILING

AL 57(6)

5313

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 13, 1958, on Contract No. 5313, West Unit, Ukiah-Forest Boundary Section, in Umatilla County, in connection with Federal Aid Project No. DS-57(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: Clarence G. Swanson

DBP:lmw

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OCT 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 10, 1958

5313

E. H. Itschner Co.
Molalla, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5313, awarded Sept. 11, 1958, for stone base and oiling on the W. Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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SEP 29 1958
FOR FILING

DS 57(6)

5313

September 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1958, on Contract No. 5313, West Unit, Ukiah-Forest Boundary Section, in Umatilla County, in connection with Federal Aid Project No. DS-57(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-57(6)

WEST UNIT, UKIAH-FOREST BOUNDARY AND FOREST BOUNDARY-HILGARD SECTIONS OF THE UKIAH-HILGARD HIGHWAY IN UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 19, 1958

Type Code 5231

W. Unit, Ukiah-Forest Boundary
Roadway (Sta. 10+47 to Sta. 200+00)(Contract No. 5313)

Course Crushed Material in Base	2,450	tons	$ 1.80	$ 4,410.00
3/4" - 0 Material in Base	7,200	tons	1.80	12,960.00
Sprinkling	180	M-gals.	2.00	360.00
Preparation of Base	3.59	miles	200.00	718.00
3/4" - 0 Material in Binder Course	580	tons	2.50	1,450.00
Furnishing and Placing Aggregates	2,480	tons	3.35	8,308.00
MC-2 Asphalt	66	tons	50.00	3,300.00
120-150 Asphalt	160	tons	47.00	7,520.00
RS-1 Asphalt	46	tons	48.00	2,208.00
				$41,234.00

Forest Boundary-Hilgard Section
Roadway (Sta. 247+60 thru Equation 22+31.7 = 711+79.3 to Sta. 55+65)
(Contract No. 5315)

3/4" - Material in Base	27,000	tons	$ 1.95	$ 52,650.00
Sprinkling	850	M-gals.	2.00	1,700.00
Preparation of Base	16.69	miles	150.00	2,503.50
3/4" - 0 Material in Binder Course	2,700	tons	2.45	6,615.00
Furnishing and Placing Aggregates	11,530	tons	3.00	34,590.00
MC-2 Asphalt	310	tons	50.00	15,500.00
120-150 Asphalt	770	tons	48.00	36,960.00
RS-1 Asphalt	220	tons	48.00	10,560.00
				$161,078.50

Flagging (57½% of Contractor's Cost)	All Required	350.00
	Subtotal	$202,662.50
	10% Engr. & Cont.	20,266.25
	Total	$222,928.75

Length of Roadway	20.241 Miles
Length of 4 Structures	0.043 Mile
Total Length	20.284 Miles
Cost of Roadway per Mile	$11,013.72

Federal "DS" Funds	$160,000.00
Federal "LS" Funds	30,000.00
State Funds	32,928.75
	$222,928.75

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

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SEP 15 1958
FOR FILING

208-57(6)

5313

September 12, 1958

E. H. Rechner Company
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5313 for stone base and oiling on the West Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

This award was based on your bid of $41,234 which was the only bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

DS-328(2) Thornhollow Br. over 1958
Umatilla River
#5314

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AUG 24 1959
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)

August 20, 1959

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5314	7 Final	Babler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2[illegible]210	24315	$ 1,448.53	8/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **100 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **June 25, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 20, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 21 1959

JC

NOTED ON CARD
8/21/59
jmc

RECEIVED
AUG 5 - 1959
FOR FILING

101.328(2)

5314

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August 5, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5314 for the Umatilla River Bridge construction on the Thornhollow Section of the Adams-Cayuse County Road (FAS 472) in Umatilla County was completed by the contractor, Babler Brothers, Inc., on June 25, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,448.53 will be released to the contractor after acceptance by the Commission. The total contract amount is $44,019.21, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
JUL 24 1959
FOR FILING
[illegible]
5314

July 23, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc., on contract #5314 for the Umatilla River Bridge construction on the Thornhollow Section of the Adams-Cayuse County Road (FAS 472) in Umatilla County.

This payment, in the amount of $2,226.11 will be released to contractor on or after August 3, 1959. The retained percentage is $1,316.62.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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JUL 13 1959
FOR FILING

FORM E-90X—67,900—8-57—1477

DS 328(2)

5314

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 9, 1959

SUBJECT: Thornhollow Bridge over Umatilla River
Contract No. 5314 /
F.A.P. DS-328(2)

To:

Mr. R. L. Porter
Office Engineer
OFFICE

Attention: Mr. D. B. Parkes

Babler Brothers completed work on the Thornhollow Bridge over the Umatilla River on the Adams-Cayuse Road in Umatilla County on June 25, 1959.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG/mm

cc: Mr. C. G. Polk
Mr. Floyd Query ✓

NOTED ON CARD
LC

RECEIVED
FORM 3-123 5M 4-58
OCT 10 1958
FOR FILING

[illegible]

5314

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 10, 1958

Babler Brothers, Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5314, awarded Sept. 11, 1958, for Umatilla River Bridge at Thornhollow on the Adams-Cayuse Road in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-328(2)

UMATILLA RIVER (THORNHOLLOW) BRIDGE ON THE ADAMS-CAYUSE ROAD IN UMATILLA COUNTY

(Estimated as a basis of project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X021
Thornhollow Bridge (Sta. 1+80 to Sta. 3+62)(Contract No. 5314)

Shoring, Cribbing, Etc.	All	Required		$ 3,000.00
Structural Excavation	325	cu. yds.	$10.00	3,250.00
Excavation Below Elevation Shown	30	cu. yds.	15.00	450.00
Class "A" Concrete	366	cu. yds.	74.00	27,084.00
Metal Reinforcement	81,000	lbs.	.135	10,935.00
8-inch Corrugated Metal Drain Pipe	60	lin. ft.	5.00	300.00
		Subtotal		$45,019.00
		10% Engr. & Cont.		4,501.90
		Total		$49,520.90

Length of Structure 0.034 Mile

Federal "DS" Funds	$36,900.00
Federal "LS" Funds	7,900.00
State Funds	2,360.45
County Funds	2,360.45
	$49,520.90

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Umatilla County with the Highway Department.

RECEIVED
SEP 15 1958
FOR FILING
[illegible]

5314

September 12, 1958

Babler Bros., Inc
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5314 for the Thornhollow Bridge over the Umatilla River east of Pendleton on the Adams-Cayuse Road in Umatilla County.

This award was based on your bid of $45,019 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 4 - 1958
FOR FILING

A.G. 32[illegible]

5214

September 4, 1958

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Umatilla County covering the Umatilla River (Thornhollow) Bridge on FAS 472 in Umatilla County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
Floyd Query, Assistant Secretary

rm
Enc. 2

ECEIVED
JU SEP 1 - 1958
FOR FILING
ML-328.21
5314

Maint. #375
Finance #226

Salem, Oregon
September 3, 1958

FAS Project Agreements
FAS 472, Umatilla County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Umatilla County covering the Umatilla River (Thornhollow) Bridge on FAS 472 in Umatilla County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Umatilla County.

Assistant Secretary

rm
Attach: 5

FORM E-30 30M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1958

SUBJECT: FAS Project Agreements
FAS 472, Umatilla County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Umatilla River (Thornhollow) Bridge on FAS 472 in Umatilla County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Aug 22, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min Page 35
Floyd Query
ass't Secretary

RECEIVED
JUL 18 1958
FOR FILING

FORM E-30X—37,900—2-57—1677
UX-328(2)

5314

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1958

SUBJECT: Thornhollow Bridge
FAS 472
Umatilla Co.

To: Mr. Ivan Merchant

This is to confirm our conversation of this date re the Thornhollow (Umatilla River) Bridge on FAS 472 which is to be constructed with DS funds available to Umatilla County.

Your suggested layout for this bridge adjacent to the existing bridge was forwarded the county some time ago. The county has examined this layout and approved it. Based on the bridge location and elevations shown on the layout sheet, the county has run in the road approaches and acquired the necessary right-of-way. The county will construct road approaches and remove the existing bridge with county forces.

The above details will supersede the original project proposed as shown in the tabulation approved by the Highway Commission on June 19.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUL 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
MAY 26 1958

FOR FILING

[illegible]

5314

Salem, Oregon
May 23, 1958

Preparation of Survey Order,
Proposed County DS Project
FAS 472, Umatilla County

Mr. Tom Edwards
OFFICE

Please take the necessary steps to obtain a survey as required for design of a new bridge on FAS 472 in Umatilla County.

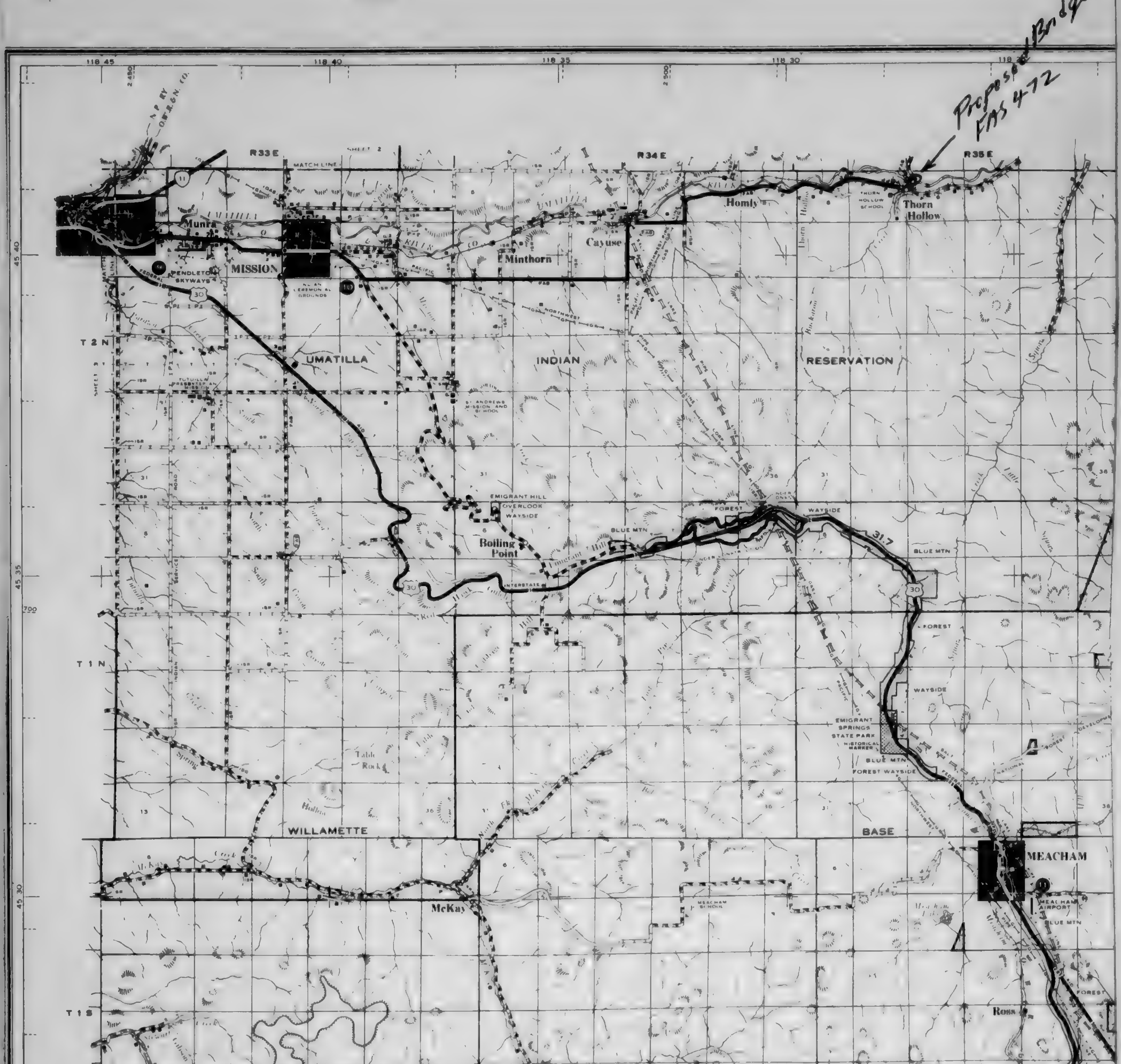
This project has been proposed by the county for construction with DS funds totaling $58,000. Any additional funds required will be furnished by the county.

The proposed project is to construct a new bridge on the same site as the existing 130' steel truss over the Umatilla River immediately north of Thornhollow on FAS 472. The project will be for the structure only including removal of the existing bridge and stockpiling same for county use. Umatilla County will provide a detour and construct road approaches. The County Court is of the opinion a center span length of not less than 100' should be designed because of heavy drift.

Forrest Cooper
Deputy State Highway Engineer

JFH:mm

cc: Ivan Merchant
C. G. Swenson



Proposed Bridge FAS 472

FORM E-30 50M 8-57—6582

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1958

To: Mr. Forrest Cooper ✓
OFFICE

SUBJECT: Preparation of Survey Order,
Umatilla County DS Project
FAS 472

Attached is a suggested letter to the construction division requesting preparation of survey orders for a project in Umatilla County. This project has been requested by the county but will not be acted on by the Highway Commission until the next meeting in June.

John F. Hagemann
John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

RECEIVED
MAY 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DS-57(6) Forest Boundary-Hilgard 1958
Sec.
#5315

RECEIVED

W. C. Williams

A

April 6, 1960

NOTE
W. C. WILLIAMS

Forest Boundary-Hilgard
Contract No. 5315

FINAL COST ANALYSIS

Stone Base and Oiling
Contractor: E.H. Itschner
Resident Engineer: C.D. Cannon

Ukia-Hilgard Highway
Prefix No. 131-1045

[illegible] 5-7(6)

535

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4"-0 Mat'l in Base	24,700.005	Ton	1.95	2.11	52,214.86	48,165.01
*Sprinkling	2,148.7	M-Gal.	2.00	2.02	4,340.37	4,297.40
**Preparation of Base	16.69	Mile	150.00	90.63	1,512.61	2,503.50
**3/4"-0 Mat'l in Binder Course	2,726.68	Ton	2.45	2.72	7,415.78	6,680.37
**Furnish & Place Aggregates	11,169.66	Ton	3.00	2.72	30,379.55	33,508.98
**MC-2 Asphalt	298.41	Ton	50.00	41.64	12,427.59	14,920.50
**120-150 Asphalt	725.37	Ton	48.00	39.39	28,574.15	34,817.76
**RS-1 Asphalt	207.07	Ton	48.00	39.05	8,086.96	9,939.36
1/2"-1/4" Cr.Mat'l in S.P.	2,885.8	Cu.Yd.	2.25	1.77	5,131.30	6,493.05
1/4"-#10 Cr.Mat'l in S.P.	1,930.3	Cu.Yd.	2.25	1.77	3,432.29	4,343.18
PA#1 3/4"-0 Cr.Mat'l in S.P.	370.5	Cu.Yd.	1.50	1.77	658.84	555.75
PA#1 3/4"-1/2" Cr.Mat'l in S.P.	130	Cu.Yd.	1.50	1.77	231.15	195.00
PA#1 1-1/4"-3/4" Cr.Mat'l in S.P.	736.7	Cu.Yd.	0.25	1.77	1,309.92	184.18
**Force Account (State participation in flagging)					422.70	422.70
					$156,138.07	$167,026.74

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit	% Loss
E.H. Itschner Co.	86,358.33	86,469.93		111.60		.13
Russell Olson Const. Co. (All or in Part)	80,668.41	69,668.14	11,000.27		13.63	
	167,026.74	156,138.07	10,888.67		6.52	

* George Corliss (All or in Part)

RECEIVED
[illegible] 15 1960
OFFICE OF
STATE [illegible] ENGINEER

CRUSHING BREAKDOWN - Contract No. 5315

	Quantity	Unit	Cost	Unit Cost
Base and Oil Aggregates:				
Drill and Shoot	38, 596. 345	Ton	5, 895. 56	. 153
Feed Crusher	38, 596. 345	Ton	11, 367. 33	. 294
Crushing	38, 596. 345	Ton	27, 837. 13	. 721
Haul to Stockpile	38, 596. 345	Ton	5, 307. 99	. 137
Stockpile Crushed Material	38, 596. 345	Ton	428. 22	. 011
Total Cost in Stockpile	38, 596. 345	Ton	$ 50, 836. 23	$ 1. 317
Cost of weigh in Items 1, 4 & 5	38, 596. 345	Ton	123. 96	. 003
Cost of haul from S. P. to road	24, 700. 005	Ton	13, 864. 72	. 561
Cost of processing base	24, 700. 05	Ton	5, 737. 81	. 232
Crushed Material in Stockpile:				
Drill and Shoot	6, 053. 3	Cu. Yd.	1, 248. 26	. 206
Feed Crusher	6, 053. 3	Cu. Yd.	2, 406. 79	. 397
Crushing	6, 053. 3	Cu. Yd.	5, 893. 92	. 973
Haul to Stockpile	6, 053. 3	Cu. Yd.	1, 123. 85	. 185
Stockpile Crushed Materials	6, 053. 3	Cu. Yd.	90. 67	. 015
Total Cost in Stockpile	6, 053. 3	Cu. Yd.	$ 10, 763. 49	$ 1. 778

The crushing plant operated 500 hours for an average of 93. 5 ton per working hour.

DETAIL OF COSTS - Contract No. 5315

Labor:		
Labor and Supervision	$ 16,069.47	
Labor Insurance	1,088.63	
Health and Welfare	82.00	$ 17,240.10
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	$ 23,447.50	
Equipment Rental, Hired without operator	385.25	
Gas, Oil and Grease	5,653.92	
Bond	469.06	
Explosives	1,789.40	
Home Office and General Overhead	2,519.99	
P.L. and P.D. Insurance	1,496.40	
P.U.C.	578.24	
Small Tools and Misc. Supplies	1,263.24	37,576.00
Hired Contractors:		
L.L. Cope, Hauling	$ 17,356.00	
Durbin Bros., Drilling Equipment	1,808.51	
Davis Construction Co., Coyote Hole	2,510.92	
George Corliss, Water and Processing	9,978.40	31,653.83
Subcontractors:		
Russell Olson Construction Co.	$ 80,668.41	80,668.41
TOTAL COST		$ 167,138.34

Remarks - Contract No. 5315

This was a "Federal Aid Secondary Project" consisting of the construction of 16.69 miles of stone base and shoulders, involving 24,700 tons of crushed materials; the construction of 16.69 miles of Type 0-11 oil mat wearing surface with binder course; and the furnishing of 6,053.3 cubic yards of crushed materials in stockpile on the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Highway in Union County.

This project was bid August 19, 1958, awarded September 11, 1958, and completed July 9, 1959.

The contractor moved in his crushing equipment on October 6, 1958. Assembly of the plant was made during the week. He also drilled and shot the quarry during this same period.

The crushing of oiling aggregates started on Wednesday, October 15th. A 3/4-cubic yard capacity shovel and two dumptors were used to feed the plant. The crusher consisted of a feeder, Lipman jaw crusher, Traylor reduction cone, Telesmith cone crusher, Telesmith 5' x 14' 3-deck screen, Telesmith 24" x 5'-0 plate feeder, Telesmith 5' x 12' 2-deck screen, 40 x 22 Pioneer roll crusher and six conveyor belts of varied lengths.

The crushed material was stockpiled near the crusher site, hauled and dumped by truck and positioned with the use of a 955 Traxcavator. Material was stockpiled for placement later.

Production of all required crushed material was completed on Friday, January 23, 1959. The crushing plant was disassembled and removed from the area.

No more work was done on this project until June 1, 1959. The contractor then began placing 3/4"-0 base material with dump trucks hired from L. L. Copes of Boise, Idaho. The processing and sprinkling was done by George E. Corliss of Bend, Oregon. Six miles of base was placed and processed the first week.

Russell Olson Construction Co., oiling contractor, moved onto the project June 11th and began shooting and placing the binder. Two and a half days of the following week were used to place the binder on the base area that was prepared. The oiling contractor then began placing the 0-11 oil mat.

The base material was all placed by June 25th and the binder completed June 26th. The 0-11 was completed, with exception of the final seal, on Saturday, June 27th. The seal was placed the following week. The final clean up was completed July 3, 1959.

Remarks Cont'd - Contract No. 5315

E.H. Itschner suffered a small loss on the crushing portion of the contract. This was due mostly to weather conditions which prevailed and by a flood that displaced a part of the crushing plant. The feeder unit was washed down stream and some time and money was spent in repairing the damage and the reinstalling of the feeder. The bid price on Item 1 was too low because of the long haul involved and the cost of processing.

The oiling contractor made a very good profit on the oil mat.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 16, 1959

[illegible] 57 (6)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5315	8 Final	E. H. Itschner Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
24872	65962	$ 5,629.45 10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 130 workdays from September 22, 1958

Time Extensions: None of record

Completion Date: July 9, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959

NOTED ON CARD
EC

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RECEIVED
SEP 29 1959
FOR FILING
101-57(6)
5315

September 28, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5315 for stone base-oiling on the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Secondary Highway in Union County was completed by the contractor, W. H. Itschner Co., on July 9, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $5,629.45 will be released to the contractor on or after October 8, 1959. The total contract amount is $167,026.74, of which amount $422.70 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
320 California St.,
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

A

RECEIVED
AUG 27 1959
FOR FILING
N8-57(6)
[illegible]

August 27, 1959

Union Oil Company of California
2901 Western Avenue
Seattle 11, Washington

Attention: Mr. F. W. Price

Dear Mr. Price:

Contract No. 5315, awarded to E. H. Itschner Company, was completed July 9, 1959 and accepted by the Highway Commission on August 13, 1959.

Concerning Contract No. 5300, awarded to Morrison-Knudsen Company, Inc., our records show that the contract has not yet been completed.

In order to protect any claims which you might have against the bond furnished by the contractor for a period longer than six months following acceptance of the contract by the Highway Commission, the claims should be filed with the Secretary of State.

This is in reply to your letters of August 26, 1959.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

/

Union Oil Company of California

2901 WESTERN AVENUE SEATTLE 11, WASHINGTON

August 26, 1959

State of Oregon
Department of Highways
Salem, Oregon

Contract #5315
Itchner Brothers
Prime Contractor
Russell Olson Const. Co.
Sub-contractor

Gentlemen:

We understand that this contract was completed on July 9, 1959 but we do not have the acceptance date. Please give us the date on which this contract was accepted.

Thank you.

Yours very truly,

F W Price

Credit Department

F.W.Price
ga

[illegible]

FORM 401 SEA.

RECEIVED
AUG 7 - 1959
FOR FILING

M-57(4)

5315

August 6, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Company on contract #5315, for stone base-oiling the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Secondary Highway in Union County.

This payment, in the amount of $9,212.08 will be released to contractor on or after August 17, 1959. The retained percentage is $4,991.67.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
JUL 15 1959
FOR FILING

DA 57(6)

5315

July 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 9, 1959, on Contract No. 5315, Forest Boundary-Hilgard Section, in Union County, in connection with Federal Aid Project No. DS-57(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence O. Swenson

Const. Engr.

A

Form E-1—(Rev.)—10M—2-50

DS-57(6)
5315

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 10, 1959

Section Forest Boundary - Hilgard
Highway Ukiah - Hilgard County Union
Contractor E. H. Itschner Co.
Date of contract Sept. 11, 1958
Date work started Oct. 10, 1958
Project authorization $182,901
Exclusive of engineering $169,095

Kind of work Stone Base & Oiling
Section prefix 131-1045
Contract number 5315
Specified work days 130
Work days used 68
Per cent of time elapsed 52 %

Estimated cost of completed project, exclusive of engineering $166,875
Estimated per cent ~~overrun or~~ underrun 14 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $13,806
Engineering cost to date $5500, 40 %
Date project was completed July 9, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

[redacted]

2 men in office on estimates and checking field work.

Maintenance rock and excess base and oil rock have been remeasured.

FINAL WEEKLY REPORT

Resident Engineer received verbal~~ly~~ assurance from Mr. John Wick, District Ranger U.S. Forest Serivice that the quarry and stockpile area has been left in a condition acceptable to the forest officials. (Tele. 4:00 p.m., July 9, 1959)

CONSTRUCTION DIVISION
RECEIVED
JUL 13 1959
NOTED CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

NOTED
FORREST COOPER

Signed C. D. Cannon, Res. Engr.
Address La Grande, Oreg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1669		16.69	
Miles partially completed		16.69		16.69	
Miles completed		16.69		16.69	
Total estimated quantities (contract)		27,000	5,000	14,230 tons rock 1,300 tons oil	
Total quantities corrected to date		24,700	6192	13,885 tons rock 1,231 tons oil	
Estimated quantities moved or placed to date		24,700	6,192	13,885 tons rock 1,231 tons oil	
Average daily quantities				0	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				0	
Hours per shift				0	
Average force on project for week				0	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Ptly. Cldy.		
Monday	" "		
Tuesday	" "		
Wednesday	Clear & Mild		
Thursday	" "		
Friday	" "		
Saturday	" "		

RECEIVED
JUN 11 1959
FOR FILING
DS 57(6)
5315

June 9, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 1, Account No. 274, covering signing on the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Highway in Union County, Contract No. 5315, in connection with Federal Aid Project No. DS-57(6).

Signing is required for the control of traffic through the construction area. This signing is above that required of the contractor for the safety of his workmen and traffic.

The State is better equipped to do this work than the contractor and the amount is too small for separate contracting.

Participation for this work under the provisions of PPM 21-6.3 is requested.

The estimated total cost of this order is $260.00 with Federal participation of $156.00.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
OCT 20 1958
FOR FILING
DS-57(6)
5315

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 6, 1958, on Contract No. 5315, Forest Boundary-Hilgard Section, in Union County, in connection with Federal Aid Project No. DS-57(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:lmw

A

RECEIVED
OCT 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

5315

Oct. 10, 1958

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5315, awarded Sept. 11, 1958, for stone base and oiling on the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5315

September 12, 1958

E. H. Rechner Company
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 awarded to you State Highway Contract No. 5315 for stone base and oiling the Forest Boundary-Hilgard Section of the Ukiah-Hilgard Highway in Union County.

This award was based on your bid of $172,328.50 which was the low bid submitted to the Commission on August 26, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

4-3318 Fort Stevens St. Park Ext. 1958
#5316

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1960

4-3318 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5316	9 P.F	Eugene Gardens	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
31882	140484	$43.93	1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **April 15, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **Four claims against this contract. No request from surety to withhold payment.**

Remarks:

Date: **January 7, 1960**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN - 60

A

RECEIVED
DEC 31 1959
FOR FILING
11-2218

5316

December 18, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

You are hereby notified that a post-final payment will be made to Eugene Gardens on contract #5316 for the Fort Stevens State Park Extension Project in Clatsop County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $67,154.42, including the post-final payment of $43.93. Of the total, $566.91 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Maryland Casualty Co.,
Robert Cross, Res. Agent
111 E. Broadway
Eugene, Oregon

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 27, 1959

[illegible]
(~~CONTRACT NO.~~) (EST. NO.) (CONTRACTOR)

5316 5316 8 Final Eugene Gardens
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

20767 29437 $2,488.51 8/25/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **April 15, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **Several claims have been filed but no hold order**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

AUG 28 1959
F.C.

NOTED ON CARD
gmc
9/3/59

A

RECEIVED
AUG 26 1959
FOR FILING
11-3-17

5316

August 26, 1959

Davis, Jensen, Martin & Robertson
United States National Bank Bldg.
Portland 4, Oregon

Attention: Mr. William A. Martin

Dear Mr. Martin:

This is in reply to your letter of August 25 concerning payment of $316.90 due to Mr. Henry T. Price and owed to him by Eugene Gardens on our Contract No. 5316.

The State does not make payments directly to claimants as we have no means of determining the validity and justness of the claims that are filed. Mr. Price's claim has been filed with the Secretary of State, thereby protecting the claim under the bond for a period longer than six months following acceptance of the contract by the Highway Commission.

If your client does not receive payment within a reasonable time, we suggest that you contact the contractor and the surety, Maryland Casualty Company, Equitable Building, Portland 4, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

LAW OFFICES OF
DAVIS, JENSEN, MARTIN & ROBERTSON
UNITED STATES NATIONAL BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 3-4133

ROLAND DAVIS
THEODORE B. JENSEN
WILLIAM A. MARTIN
WATSON D. ROBERTSON

August 25, 1959

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Attention: Mr. C. W. Head
Assistant Secretary

Re: State Highway contract No. 5316;
Claim of Mr. Henry T. Price.

Gentlemen:

Will you please advise us if we are to understand from your letter of August 21, 1959, that the balance of Mr. Price's claim against Al Parker, doing business as Eugene Gardens, in the amount of $316.90 will be paid out of the final payment on this contract.

If the foregoing is true, will you please send such payment to us for the benefit of our client.

Very truly yours,

DAVIS, JENSEN, MARTIN & ROBERTSON

William A. Martin
William A. Martin

WAM ph

A

RECEIVED
AUG 25 1959
FOR FILING
4-3318

5316

August 21, 1959

Davis, Jensen, Martin & Robertson
U. S. National Bank Building
Portland 4, Oregon

Attention: Mr. William A. Martin

Gentlemen:

This will acknowledge receipt of your letter of August 19 regarding your client's claim in the amount of $316.90 against Al Parker, dba Eugene Gardens. In examining our records this appears to be in connection with State Highway Contract No. 5316 for park extension work at Fort Stevens State Park in Clatsop County. A claim in this amount has been filed with the Secretary of State by H. T. Price.

This contract was completed April 15, 1959 and accepted by the Oregon State Highway Commission May 28, 1959.

We notified the surety, the Maryland Casualty Company, Portland, that the final payment would be made on or after August 24, 1959. We have just checked with our Auditing Department and the final payment on this contract will be $2,488.51.

The address that we have for Eugene Gardens is 1515 Sylvan St., Eugene, Oregon.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

LAW OFFICES OF

DAVIS, JENSEN, MARTIN & ROBERTSON

UNITED STATES NATIONAL BANK BUILDING
PORTLAND 4, OREGON

CAPITOL 3-4133

ROLAND DAVIS
THEODORE B. JENSEN
WILLIAM A. MARTIN
WATSON D. ROBERTSON

August 19, 1959

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer
Secretary

#5316 H.T. Price #316.90

Gentlemen:

We represent a client who has a claim in the amount of $316.90 against Al Parker who does business under the firm name and style of Eugene Gardens for work that he did for Mr. Parker on a state highway contract.

This balance has been owing to him since December 12, 1958, and when we wrote to Mr. Parker at his last address which was in care of the Carmel View Court Motel at Agate Beach, Oregon, the letter was returned unclaimed.

We were informed that Mr. Parker had not received all of his money from the highway commission on the particular job on which our client did some contract work and we would appreciate your advising us whether the highway commission at this time owes Mr. Parker any money which could be applied toward the payment of our client's claim.

If the highway department does not owe Mr. Parker any money, will you please advise us of the last address that you have for him.

Very truly yours,

DAVIS, JENSEN, MARTIN & ROBERTSON

By William A. Martin
William A. Martin

Ac,
please reply
7G

WAM:mm

AUG 21 1959

RECEIVED
AUG 21 1959
FOR FILING

43318

5316

August 20, 1959

Bailey, Hoffman & Spencer
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

Thank you for your letter of August 18 informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr. in connection with the following State Highway Contracts:

Fort Stevens State Park Extension, Contract No. 5316 - $3,176.57.

Beverly Beach State Park Overnight Camp Extension, Contract No. 5381 - $9,302.05.

Honeyman State Park Overnight Camp Extension, Contract No. 5380 - $3,981.25.

We will advise the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

BAILEY, HOFFMAN & SPENCER
LAWYERS
877 WILLAMETTE STREET
EUGENE, OREGON
TELEPHONE DIAMOND 5-4371

EDWARD F. BAILEY
LEWIS HOFFMAN
DOUGLAS R. SPENCER

August 18, 1959

State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Re: George W. Millett, Jr. - Alvin P. Parker

Gentlemen:

On July 21, 1959, I sent to you claims on behalf of George W. Millett, Jr. as a subcontractor on the following State Highway Contracts:

Fort Stevens State Park Extension, State Highway Contract No. 5316; #3,176.57

Beverly Beach State Park Overnight Camp Extension, State Highway Contract No. 5381; #9,302.05

Honeyman State Park Overnight Camp Extension, State Highway Contract No. 5380. #3,981.25

I am pleased to advise you that Mr. Millett and Mr. Parker and Mr. Babb, his joint venturer, have reached an agreement of their disputes, and I enclose herewith an executed copy of a written supplemental agreement of mutual release between the parties, dated August 15, 1959.

As shown by this agreement, all the claims of Millett have been satisfied, and you may consider the claims filed with you as hereby withdrawn. If you need anything further for your files, please advise.

Yours truly,

BAILEY, HOFFMAN & SPENCER

By
Lewis Hoffman

LH:rp
Enclosure
cc: John Pennington

Cec,
please ack & notify
surety & Contractor
36

RECEIVED
19 1959

NOTED
FLOYD QUERY

SUPPLEMENTAL AGREEMENT AND MUTUAL RELEASE

THIS AGREEMENT, made this 15th day of August, 1959 between G. W. MILLETT, JR., as FIRST PARTY and ALVAN P. PARKER, as SECOND PARTY, and AVON D. BABB, as THIRD PARTY;

WITNESSETH:

That heretofore, on September 11, 1958, FIRST PARTY and SECOND PARTY entered into a written contract whereby FIRST PARTY was to act as a subcontractor to furnish certain materials and labor in connection with the Fort Stevens State Park Extension in Clatsop County, Oregon, and

That on or about February 2, 1959 FIRST PARTY entered into a written contract with SECOND PARTY and THIRD PARTY as joint venturers, whereby FIRST PARTY was to act as a subcontractor and to furnish certain materials and labor in connection with the Beverly Beach State Park Overnight Camp Extension, Lincoln County, Oregon, and

WHEREAS, on or about February 2, 1959 FIRST PARTY entered into a written contract with SECOND PARTY and THIRD PARTY as joint venturers whereby FIRST PARTY, as subcontractor, agreed to furnish certain materials and labor in connection with the Jessie M. Honeyman State Park Extension in Lane County, Oregon, and

WHEREAS, that subsequent thereto the said FIRST PARTY furnished certain labor and materials in connection with the above contracts and received some moneys therefrom, and

That a dispute has arisen between the parties as to the amount of money owed to FIRST PARTY, and the amount of back charges properly to be charged against FIRST PARTY by SECOND PARTY and THIRD PARTY, and

That the parties hereto have reached an agreement concerning said disputes and are desirous of reducing said agreement to writing.

NOW, THEREFORE, in consideration of the agreements herein contained and the moneys to be paid as hereinafter specified, the parties hereto do hereby agree each with the others as follows:

FIRST: That there is due and owing from SECOND PARTY and THIRD PARTY to FIRST PARTY the following moneys, to-wit:

A.	Fort Stevens	$ 3,196.32		
	Extra	423.00		
	Total		$3,619.32	
B.	Beverly Beach	14,919.75		
	Extra	513.65		
	Total		15,433.40	
C.	Honeyman	17,589.75		
	Total		17,589.75	
	Total due FIRST PARTY			$36,642.47

SECOND: That SECOND PARTY and THIRD PARTY have back charges against FIRST PARTY as follows, to-wit:

A.	Fort Stevens	$ 476.00	
B.	Beverly Beach	1,894.18	
C.	Honeyman	6,467.32	
	Total back charges		8,837.50

THIRD: That heretofore SECOND PARTY and THIRD PARTY have paid for the credit of FIRST PARTY the following items, to-wit:

A.	Chapman Plumbing	6,237.00	
B.	Brighter Homes	680.21	
C.	Newport Sand & Gravel	46.20	
D.	Florence Redi-Mix	1,223.75	
	Total Paid		8,187.16

FOURTH: That the net balance due FIRST PARTY from SECOND PARTY and THIRD PARTY on all the above jobs is $19,617.81, which shall be paid as follows, to-wit:

A. FIRST PARTY shall draw his checks payable to the persons and for the amounts as designated on Schedule A, which is attached hereto and made a part hereof by reference. These checks will be placed with John Pennington, Attorney at Law, Eugene, Oregon, and will be paid by him from funds to be placed with him by SECOND PARTY and THIRD PARTY immediately upon the execution of this agreement. Total $12,485.33.

B. The balance of $7,132.48 then remaining due and owing from SECOND PARTY and THIRD PARTY to FIRST PARTY will be paid forthwith in cash and not later than three days after payment has been received from the State of Oregon by SECOND PARTY and THIRD PARTY for the work done and materials furnished by FIRST PARTY on said subcontracts. It is acknowledged that this money will probably come in several installments.

FIFTH: FIRST PARTY hereby certifies that all bills and claims of any nature whatsoever arising out of or in any way connected with any or all of the three jobs, the subject of this agreement, except as reflected on Schedule A, referred to hereinabove, have been paid in full.

SIXTH: FIRST PARTY agrees to immediately return to the John Warren Hardware all hinges in his possession which had been ordered for this job and were not used.

SEVENTH: FIRST PARTY will notify the State of Oregon that all claims of FIRST PARTY against any or all of said jobs and/or SECOND PARTY and THIRD PARTY have been fully satisfied and discharged and that the written notice of claims heretofore filed with the State by FIRST PARTY shall be considered as withdrawn. FIRST PARTY will execute any and all other documents reasonably required to effectuate the purpose of this agreement.

EIGHTH: In consideration of the execution of this agreement and the payments to be made as hereinabove specified, the FIRST PARTY hereby releases SECOND PARTY and THIRD PARTY from any and all claims of any nature whatsoever arising out of or in any way connected with any or all of the three jobs, the subject of this agreement, and SECOND PARTY and THIRD PARTY, each for himself, fully releases FIRST PARTY of any and all claims that said SECOND PARTY or THIRD PARTY might have arising out of said jobs or any of them, against FIRST PARTY. This document is intended to act as a mutual release, each of the others, from all liabilities and claims arising from or in any way connected with said contract jobs. PROVIDED, nevertheless, that FIRST PARTY is not hereby released from the guarantee to the State of Oregon for one year on the work and materials installed as provided in the contracts and specifications on the three jobs, the subject of this agreement.

NINTH: This agreement is binding upon the parties hereto, their heirs, administrators, successors or assigns.

IN WITNESS WHEREOF, the parties have hereunto set their hands the day and year first hereinabove written.

FIRST PARTY

Al P Parker
SECOND PARTY

Avon D. Babb
THIRD PARTY

SCHEDULE A

Clarke Sheet Metal	$ 44.94
Iverson Paint	763.16
Newport Ready-Mix	1,435.40
Scoberts	239.79
Motel	21.00
American Steel	51.18
McDaniel Lumber Co.	211.42
Lumberland, Inc.	1,063.19
Jens Hermann	614.08
Mercer Steel Co.	1,001.05
Fiberglass Engineering	1,270.28
Willamette Graystone	1,035.80
Olsen Manufacturing Co.	1,780.05
Valley Iron & Steel	21.30
John Warren Hardware	900.93
Brighter Homes Electric	291.51
R. H. Chapman Co.	1,740.25
Total.	$12,485.33

A

RECEIVED
AUG 21 1959
FOR FILING

433[illegible]

5316

August 20, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins
Manager, Claim Division

Gentlemen:

We have a letter, dated August 14, from Bailey, Hoffman & Spencer, Eugene, informing us that Eugene Gardens have paid in full the amounts owed to George W. Millett, Jr., on the following three State Highway Contracts:

Contract No. 5316, Fort Stevens State Park Extension - $3,176.57.

Contract No. 5301, Beverly Beach State Park Overnight Camp Extension - $9,302.05.

Contract No. 5360, Honeyman State Park Overnight Camp Extension - $3,981.25.

This information is provided as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan St.
Eugene, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper
CWH:fp

RECEIVED
AUG 13 1959
FOR FILING
4-3318
5316

A

August 12, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5316 for park extension of Fort Stevens State Park in Clatsop County was completed by the contractor, Eugene Gardens, on April 15, 1959, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $2,488.51 will be released to the contractor on or after August 24, 1959. The total contract amount is $67,110.49, of which amount $566.91 represents force account items.

Claims have been filed against this contract of which you have previously been notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Maryland Casualty Company
Robert Cross, Resident Agent
111 E. Broadway
Eugene, Oregon

RECEIVED
AUG 6 - 1959
FOR FILING

4-3318

5316

A

August 5, 1959

The Aetna Casualty and Surety Company
Room 300, Yeon Building
Portland, Oregon

Attention: Mr. S. R. Walsh
Bond Department

Gentlemen:

Attached is your inquiry concerning Fort Stevens Contract No. 5316, awarded to George W. Millett, Jr., in the amount of $23,618.00.

Our records indicate that Contract No. 5316 was awarded to Eugene Gardens for park extension at Fort Stevens State Park, in the amount of $65,982.40, and was completed April 15, 1959.

George W. Millett, Jr., was awarded Contract No. 5129 for construction of park facilities at Devils Lake State Park, in the amount of $23,687.50. This contract was completed June 16, 1958.

Can you tell us on which contract you wish information?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
FAQ:fp

RECEIVED
AUG 6 - 1959
FOR FILING

4-3318

5316

August 5, 1959

The Aetna Casualty and Surety Company
Room 300, Yeon Building
Portland, Oregon

Attention: Mr. S. R. Walsh
Bond Department

Gentlemen:

Attached is your inquiry concerning Fort Stevens Contract No. 5316, awarded to George W. Millett, Jr., in the amount of $23,618.00.

Our records indicate that Contract No. 5316 was awarded to Eugene Gardens for park extension at Fort Stevens State Park, in the amount of $65,982.40, and was completed April 15, 1959.

George W. Millett, Jr., was awarded Contract No. 5129 for construction of park facilities at Devils Lake State Park, in the amount of $23,687.50. This contract was completed June 16, 1958.

Can you tell us on which contract you wish information?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
FAQ:fp

A

RECEIVED
AUG 4 - 1959
FOR FILING
4-3318

5316

August 3, 1959

Maryland Casualty Co.
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins, Manager
Claim Division

Gentlemen:

We have received notification, dated July 31, 1959, from the Secretary of State informing us that the claim of H. T. Price, Portland, in the amount of $316.90 against Eugene Gardens, Eugene, on our Contract No. 5316, has now been filed in his office, his File No. 3655. Attached is copy of the claim.

A description of this claim was outlined in our letter to you of June 29, 1959.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
lc

FORM E-120-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 29, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $316.90 against Eugene Gardens, Eugene, received from H. T. Price, 879 S. E. Ochoco Ave., Portland, for excavation of sewer system at Fort Stevens State Park in Clatsop County.

This appears to be in connection with our Contract No. 5316 with Eugene Gardens for park extension at Fort Stevens State Park.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

~~Enclosed please find 3 copies.~~
~~Please acknowledge receipt of~~
~~for our files.~~

File # 3655

FILED
JUL 31 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 3 1959
OREGON
STATE HIGHWAY COMMISSION

879S.E.Ochoco Ave
Portland Oreg.
June 27'1959.

Oreg.State Highway COmmission
Salem Oreg.

Notice is hereby given that theundersigned (H.T.Price)has a claim for excavating for sewers at Fort Stevens State Park, in the sum of $316.00 against the bond taken from The Maryland Casualty Co. for the work of extending the park facilities at Fort Stevens State Park Contract #5226

H.T. Price

File # 3655

FILED
JUL 31 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 31 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 29 1959
STATE HIGHWAY COMMISSION

A

RECEIVED
AUG 3 - 1959
FOR FILING

4-3318

5316

July 30, 1959

Maryland Casualty Company
Equitable Building
Portland, 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

We have received a letter, dated July 27, from the Secretary of State informing us that the three notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d. b. a. Eugene Gardens, on our Contracts 5316, 5381 and 5380, have now been filed in his office.

A description of these three claims was outlined in our letter of July 23 to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
lc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 27, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date 3 notices of claims covering the following:

Contract No. 5316--Park extension at Fort Stevens State Park in the amount of $3,176.57. Our file no. 3651.

Contract No. 5381--Park extension at Beverly Beach State Park in the amount of $9,302.05. Our file No. 3652.

Contract No. 5380--Park extension at Honeyman State Park in the amount of $3,981.25. Our file No. 3653.

The above notices of claims were on behalf of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, dba. Eugene Gardens.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK

NOTED
FLOYD QUERY

RECEIVED
JUL 30 1959

RECEIVED
AUG 3 - 1959
FOR FILING

A

4-3318

5316

July 29, 1959

Mr. H. T. Price
879 S. E. Ochoco Ave.
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 27 with your attached claim in the amount of $316.90 against Eugene Gardens for excavation of sewer system at Fort Stevens State Park on our Contract No. 5316.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
le

879 S.E.Ochoco Ave
Portland Ore,
July 27' 1959

Mr. Floyd Query,
Oreg. State Highway Com.
Salem Oreg.

Dear Sir:

Your letter of June 29, at hand, and at this time I want to express my appreciation for your prompt and considerate cooperation, in sending me the information dealing with my problem. Attached is my claim against Eugene Gardens, for work performed at Fort Stevens State Park under contract No. 5316. I trust this report to reach the proper channels to protect my claim.

Very sincerely,

H. T. Price

RECEIVED
JUL 29 1959
STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 - 1959

FOR FILING

4-3318
5316

July 29, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $316.90 against Eugene Gardens, Eugene, received from H. T. Price, 879 S. E. Ochoco Ave., Portland, for excavation of sewer system at Fort Stevens State Park in Clatsop County.

This appears to be in connection with our Contract No. 5316 with Eugene Gardens for park extension at Fort Stevens State Park.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

879 S.E. Ochoco Ave
Portland Oreg.
June 27'1959.

Oreg. State Highway COmnission
Salem Oreg.

Notice is hereby given that theundersigned (H.T. Price) has a claim for excavating for sewers at Fort Stevens State Park, in the sum of $316.00 against the bond taken from The Maryland Casualty Co. for the work of extending the park facilities at Fort Stevens State Park Contract #5316

H. T. Price

RECEIVED
JUL 1959

RECEIVED
JUL 29 1959
FOR FILING

11 3318
5316

July 28, 1959

Mr. Monte E. Walter
Attorney at Law
4316 S. E. Hawthorne Blvd.
Portland 15, Oregon

Dear Mr. Walter:

This will acknowledge your letter of July 25 and the attached claim of Wilford Moe, in the amount of $464.59, for labor furnished Alvin P. Parker, d. b. a. Eugene Gardens, for park extension at Fort Stevens State Park in Clatsop County, our Contract No. 5316. So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Claims have been filed on Contracts Nos. 5380 and 5381 for park extension at Honeyman State Park in Lane County, and at Beverly Beach State Park in Lincoln County, respectively.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
EC

MONTE E. WALTER
ATTORNEY AT LAW
4316 S. E. HAWTHORNE BLVD.
PORTLAND 15, OREGON
BELMONT 2-3181

July 25, 1959

State Highway Department
Salem Oregon

Re: Claim of Wilford Moe
on State Park Prj. #5316

Att: Mr. Cecil Head

Dear Cecil:

In accordance with our phone call and conversation of last week herewith notice of claim on behalf of the above party.

If this claim is not in proper form or should you require more information prior to filing same please let me know.

I would also like to inquire at this time if there have been any liens filed on Honeyman Park #5380 or on VBeverly Beach Park #5381? My client has performed work and labor on these projects also and payment is due to him the first of August. However, if there are liens now being placed on them, then he might just as well place his liens so as to be among the first.

Thank you for your very fine cooperation in this matter.

Very truly yours,

Monte E. Walter

A

FORM E-138-X 50M 6-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
FOR FILING

4-3318

5316

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 28, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing, in the amount of $464.59, received from Monte E. Walter, attorney in Portland, on behalf of Wilford Moe, for labor furnished to Alvin P. Parker, d. b. a. Eugene Gardens, Eugene.

This appears to be in connection with our Contract No. 5316 with Eugene Gardens for park extension at Fort Stevens State Park in Clatsop County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File # 3654

FILED
JUL 28 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD
KC

RECEIVED
JUL 28 19
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 29 1959
FOR FILING
[illegible]
5316

July 28, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing, in the amount of $464.59, received from Monte E. Walter, attorney in Portland, on behalf of Wilford Moe, for labor furnished to Alvin P. Parker, d. b. a. Eugene Gardens, Eugene.

This appears to be in connection with our Contract No. 5316 with Eugene Gardens for park extension at Fort Stevens State Park in Clatsop County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

NOTICE OF CLAIM FOR LABOR

TO: MR. FLOYD QUERY, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned Mr. Wilford Moe has a claim the following:

Digging and preparing of ditches for water piping; labor preparing waste water disposal cites; installation of faucet services and general common labor; all having been performed by the claimant Mr. Wilford Moe,

Said claim is in the amount of $464.59 and against the bond taken from Maryland Casualty Company for the work of Alvin P. Parker, d.b.a. Eugene Gardens, on the Fort Stevens State Park at Astoria Oregon, being project #5316.

Claimant further states that no portion of the above amount has been paid.

Wilford Moe
Claimant

STATE OF OREGON)
) ss
County of Multnomah)

Subscribed and sworn to before me this [illegible] day of July, 1959.

Notary Public for Oregon
My Commission Expires 1[illegible]

A

RECEIVED
JUL 29 1959
FOR FILING

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5316

July 28, 1959

Maryland Casualty Co.
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

A letter, dated July 25, with claim attached has been received from Monte K. Walter, attorney in Portland, on behalf of Wilford Moe, advising that Alvin P. Parker, d.b.a. Eugene Gardens, owes him for labor in the amount of $464.59. This appears to be in connection with our Contract No. 5316 for park extension at Fort Stevens State Park in Clatsop County. This claim has been forwarded to the Secretary of State for filing. Enclosed is a copy of the claim.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Robert Cross, Insurance
Resident Agent
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan Street
Eugene, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JUL 27 1959

FOR FILING
11-5316

536

July 24, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

We have your letter of July 23 with the attached three copies of a claim in the sum of $1,212.85, filed with your office by Fiberglas Engineering and Supply Division, Owens Corning Fiberglas Corporation, for materials supplied to George W. Millett, subcontractor, against the bond taken from Parker (d. b. a. Eugene Gardens) & Babb, joint venture, and the Maryland Casualty Company.

This is our contract No. 5316 with Eugene Gardens, your file No. 3649.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 23, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Fiberglas Engineering and Supply Division, Owens Corning Fiberglas Corp., P. O. Box 89, Santa Clara, California and filed as of this date, a notice of claim by the above, for Filo materials supplied to George W. Millett in the sum of $1,212.85 against the bond taken from Parker & Babb, Joint Venture, principal and Maryland Casualty Company, surety, for the work at the State Park Facilities, Fort Stevens, Oregon.

#5316

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo A Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JUL 24 1959
[illegible] COMMISSION

A

RECEIVED
JUL 27 1959
FOR FILING
4-3318

5316

July 24, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

Attached is a copy of a claim in the amount of $1,212.85 which has been filed with the Secretary of State by Fiberglas Engineering and Supply Division, Owens Corning Fiberglas Corporation, Santa Clara, California, for materials supplied to George W. Millett, subcontractor to Eugene Gardens (Alvin Parker).

This appears to be in connection with our Contract No. 5316 with Eugene Gardens for park extension at Fort Stevens State Park in Clatsop County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Robert Gross
Resident Agent
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan Street
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
lc

FIBERGLAS ENGINEERING AND SUPPLY DIVISION
OWENS CORNING FIBERGLAS CORPORATION

P. O. BOX 89
SANTA CLARA, CALIFORNIA

Contractors and Distributors
Insulation and Acoustical Products

TELEPHONE
AXMINSTER 6-2525

July 21, 1959

Secretary of State
State of Oregon
Salem, Oregon

NOTICE OF CLAIM

TO: STATE OF OREGON

Notice is hereby given that the undersigned, FIBERGLAS ENGINEERING & SUPPLY DIVISION, OWENS-CORNING FIBERGLAS CORPORATION, has a claim for Filon materials supplied to George W. Millett in the sum of $[illegible],212.[illegible] against the bond taken from Parker & Babb, Joint Venture, and their Surety, Maryland Casualty Company, for the work at the State Park Pavilion, Fort Stevens, Oregon.

FIBERGLAS ENGINEERING & SUPPLY DIV.
OWENS-CORNING FIBERGLAS CORPORATION

Richmond
[illegible] Richmond, Credit Manager

Sworn to before me and subscribed
in my presence this 21st day of
July, 1959.

David W. Wilcoxson Jr.
NOTARY

DAVID W. WILCOXSON, JR., Notary Public
in and for the County of Santa Clara, State of California
My Commission Expires April 11, 1961
P. O. Box 89, Santa Clara, Calif.

File # 3649
FILED
JUL 23 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

OWENS-CORNING
FIBERGLAS

Quotations in this letter are not intended as offers. All orders and contracts are taken subject to acceptance by the corporation in Santa Clara, California.

A

RECEIVED
JUL 24 1959
FOR FILING

July 23, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

A letter, with claims attached, dated July 21, has been received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George [illegible]. Millett, Jr., Eugene, advising that Eugene Gardens owe him for labor and materials furnished on the following State Highway Contracts:

Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park in Lincoln County - $9,304.05.

Contract No. 5380 - Park extension at Honeyman State Park in Lane County - $3,751.25.

This information is furnished as your Company appears as surety on the performance bonds in connection with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
lc

Eugene Gardens
1515 Sylvan St.
Eugene, Oregon

CWH:lp

A

RECEIVED
JUL 24 1959
FOR FILING
[illegible]

July 23, 1959

Bailey, Hoffman & Spencer
Lawyers
877 Willamette Street
Eugene, Oregon

Attention: Mr. Lewis Hoffman

Gentlemen:

This will acknowledge your letter of July 21 and the attached notices of claims of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d.b.a. Eugene Gardens on our contracts as follows:

✓ Contract No. 5316 - Park extension at Fort Stevens State Park in Clatsop County - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park in Lincoln County - $9,302.05.

Contract No. 5380 - Park extension at Honeyman State Park in Lane County - $3,981.25.

So that there will be no misinterpretation of the law, we are forwarding these claims to the Secretary of State for filing. In the meantime the information will be noted in our records and we will advise the suretyand the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

BAILEY, HOFFMAN & SPENCER
LAWYERS
877 WILLAMETTE STREET
EUGENE, OREGON
TELEPHONE DIAMOND 5-4371

EDWARD F. BAILEY
LEWIS HOFFMAN
DOUGLAS R. SPENCER

July 21, 1959

State Highway Commission
State of Oregon
Salem, Oregon

Attention: Clerk of the Commission

Re: George W. Millett, Jr. - Parker
Ft. Stevens State Park Extension
State Highway Contract No. 5316 ✓
Beverly Beach State Park Overnight Camp Extension
State Highway Contract No. 5381 ✓
Honeyman State Park Overnight Camp Extension
State Highway Contract No. 5380 ✓

Gentlemen:

In compliance with the provisions of O.R.S. 279.528, we have prepared and file with you herewith on behalf of George W. Millett, Jr. of this city, the statutory notice of claim against Alvin P. Parker, d.b.a. Eugene Gardens, on the Ft. Stevens contract and against Mr. Parker and Avon D. Babb as joint venturers on the Beverly Beach and Honeyman Park contracts.

It is our understanding that the moneys for which these claims are filed, have been paid to Mr. Parker and Mr. Babb. The amounts claimed are not the total balance of the contract but only the moneys that have been paid already by the State. If we are unable to successfully secure payment of these sums it will be necessary to supplement our claims later on when the balance of the moneys due Mr. Millett has matured under the terms of the contracts involved with the State.

Yours truly,

BAILEY, HOFFMAN & SPENCER

By Lewis Hoffman
Lewis Hoffman

RECEIVED
JUL 23 1959
STATE [illegible]

LH:ml
Enclosures
cc: Maryland Casualty Company
Mr. Avon D. Babb
Mr. Alvin P. Parker

July 21, 1959

To STATE OF OREGON, By and through the State Highway Commission:

NOTICE IS HEREBY GIVEN that the undersigned, GEORGE W. MILLETT, JR., has a claim for labor and materials performed and furnished by him for Alvin P. Parker, d.b.a. Eugene Gardens, in the sum of $3,176.57 with interest at the rate of 6% per annum from May 15, 1959 against the bond taken from the Maryland Casualty Company as Surety and the said Alvin P. Parker, d.b.a. Eugene Gardens, as Principal for the performance of a contract with the State of Oregon for the furnishing of labor and material for the Ft. Stevens State Park Extension in Clatsop County, Oregon under a contract dated September 11, 1958, on which contract the undersigned, George W. Millett, Jr., was a subcontractor.

#5316

G W Millett Jr

RECEIVED
JUL 24 1959
FOR FILING
[illegible]
5316

July 23, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached are three notices of claims for filing, received from Bailey, Hoffman & Spencer, Lawyers, Eugene, on behalf of George W. Millett, Jr., Eugene, for labor and materials furnished to Alvin P. Parker, d. b. a. Eugene Gardens on the following contracts:

✓ Contract No. 5316 - Park extension at Fort Stevens State Park - $3,176.57.

Contract No. 5381 - Park extension at Beverly Beach State Park - $9,302.05.

Contract No. 5380 - Park extension at Honeyman State Park - $3,981.25.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

RECEIVED
JUL - 1 1959
FOR FILING

5316

June 29, 1959

Mr. H. T. Price
879 S. E. Ochoco Avenue
Portland, Oregon

Dear Sir:

This will acknowledge your letter of June 27 informing us that Eugene Gardens owe you a balance in the amount of $316.90 for the excavation of a sewer system in connection with our Contract No. 5316 with Eugene Gardens for the park extension work at Fort Stevens State Park in Clatsop County.

This contract was completed on April 15, 1959 and accepted by the State Highway Commission on May 28, 1959. The Maryland Casualty Company, through Robert Cross, Resident Agent, 111 E. Broadway, Eugene, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

NOTED ON CARD
lc

CWH:fp

H. T. Price
879 S.E. [illegible] Ave
Portland Oreg.

INVOICE

NO.

DATE

YOUR ORDER NO.

SOLD TO

Al Parker
Cornell [illegible] [illegible] Court.
Agate Beach
Oreg

SHIPPED TO

5-15-59

OUR ORDER NO.	SALESMAN	TERMS	F.O.B.	DATE SHIPPED	SHIPPED VIA
871	H.P.		(Nov. 14 to Jan. 12)		[illegible]

QUANTITY ORDERED	QUANTITY SHIPPED	STOCK NUMBER/DESCRIPTION	UNIT PRICE	UNIT	AMOUNT
	2515 ft.	Trench for Sewer	23¢	ft.	$578.45
	20½ hr.	lay pipe	2.75	hr.	56.25
					634.70
					317.80
					$316.90
		Paid on account 1-19-59 58.80			
		3-3-59 259.00			
		$317.80			
		Balance			$316.90

FORM [illegible]

QUADRUPLICATE

879 S E Ochoco Ave.
Portland, Oreg.
June 27, 1959.

#5316

Mr. Floyd Query,
Salem ,Oreg,

Dear Sir;

May I advise that between the dates Nov.18 and Dec. 15, 1958, I was employed by Mr. Al Parker, (Eugene Gardens)to excavate for a sewer system in the park being developed, at that time, by the Sate Highway Dept. at Ft.Stevens Oreg. My work was completed in the time set forth, and Mr. Parker has failed to pay my bill, except in part; I have asked him to send me the check a number of times, but so far I have not received payment, and It seems as though I will have to take some action to collect the bill. Will you kindly tell me if your Dept. is in position totake any action in cases of this kind, to protect the employees, and if so,what may I expect, and if not, what is my best courseto persue?

There is no doubt that these cases come up at times, and if you could advise me, I would appreciate a great deal.

Thank you,

Very Respectfully,

H. T. Price

Cec,
advise him of our usual procedure
~~and also that he may file his labor~~
~~claim with the Labor Comm~~
F. Q.

NOTED
C. W. HEAD

JUN 29 1959

A

RECEIVED
JUL 1 1959
FOR FILING

#5316

5316

June 29, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

A letter has been received from Mr. H. T. Price, 879 S. E. Ochoco Ave., Portland, advising that Eugene Gardens owe him $316.90 for the excavation of a sewer system on our Contract No. 5316 with Eugene Gardens for park extension in Fort Stevens State Park in Clatsop County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Eugene Gardens
1515 Sylvan Street
Eugene, Oregon

Robert Cross
Resident Agent
111 E. Broadway
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
Lc

A

RECEIVED
JUN - 4 1959
[illegible] FILING

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3, MARYLAND

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION
SURETY DEPARTMENT
HENRY H. IRETON, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

4-3318

5316

May 27, 1959

Mr. Floyd Query, Secretary
Oregeon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Claim 266-59-Cont.
Bond 90-566961
Alvan T. Parker d.b.a. Eugene Gardens
Oregon State Highway Department

We are considerably embarrassed by our obvious failure to make a much earlier response to your letter of May 1, 1959, calling to our attention the contract and bond of Alvan T. Parker, d.b.a. Eugene Gardens, Contract No. 5316 for Fort Stevens State Park Extension, Clatsop County, Oregon. The delay resulted from the apparent inability of our File Room to locate the pertinent bond file at an earlier date.

We are presently forwarding copy of your letter to our Portland Claim Division. We have no doubt that office will immediately contact our principal, and do all that it can to influence an early and proper disposition of this matter.

Yours very truly,

Geo. B. Watson
George B. Watson,
Attorney

C. C. Portland Claim Division

3

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
MAY 1 - 1959

FOR FILING

5316

May 1, 1959

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Eugene Gardens in connection with contract #5316, covering Fort Stevens State Park Extension in Clatsop County. This payment, in the amount of $14,733.57, will be released to the contractor on or after May 11, 1959. The retained percentage is $1,998.62.

There is a claim filed against this project, of which you have been previously notified, in the amount of $2,128.50.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Maryland Casualty Company
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

Form E-1-

4-3318

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 24, 19 59

Section Fort Stevens State Park

Kind of work Park Extension

Highway ..... **County** Clatsop

Section prefix 4-3318

Contractor Eugene Gardens

Contract number 5316

Date of contract September 11, 19 58

Specified work days 60

Date work started ....., 19.....

Work days used .....

Project authorization $ 79,292.70

Exclusive of engineering $.....

Per cent of time elapsed .....%

SEE RESIDENT BRIDGE ENGINEER'S REPORT

Estimated cost of completed project, exclusive of engineering $.....

Estimated per cent overrun or underrun .....%

Per cent of contract completed, based on total contract price .....%

Engineering authorization $.....

Engineering cost to date $....., ...%

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate will be completed and turned over to the Resident Bridge Engineer the first of next week

Final Report

Clearing & Grubbing	100%	Completed
Drainage Work	100%	"
Grading	100%	"
Surfacing	100%	"

CONSTRUCTION DIVISION
RECEIVED
APR 27 1959
NOTED ☑ ☑ ☐ ☑ ☑
CE ACE ACE COE

NOTED
JOHN R. OAKES

Signed ..... Res. Engr

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48			
Miles partially completed	0.48	0.48			
Miles completed	0.48	0.48			
Total estimated quantities (contract)	10,150 C.Y.	2100 C.Y.			
Total quantities corrected to date	12,114 C.Y.	2,099 C.Y.			
Estimated quantities moved or placed to date	12,114 C.Y.	2,099 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Clear		
Saturday			

file

RECEIVED
APR 9 - 1959
FOR FILING
A-3310
5316

April 8, 1959

Mr. M. E. Reynolds
Attorney at Law
Spexarth Building
Astoria, Oregon

Dear Mr. Reynolds:

This will acknowledge your letter of March 27 sent to the attention of our Parks Department relative to your client, Mr. Ned C. Jones, doing business as N-J Logging & Construction Company. You stated that N-J Logging & Construction Company have entered into numerous contracts with Alvan P. Parker, dba Eugene Gardens, in connection with state work on the Honeyman State Park and the Fort Stevens State Park, and that they now have claims against Eugene Gardens in the amount of $2,128.50.

Our records indicate that there are two contracts involved with Eugene Gardens, namely, Contract No. 5380, park extension work on the Honeyman State Park in Lane County; and Contract No. 5316, park extension work at Fort Stevens State Park in Clatsop County. The Maryland Casualty Company, through Robert Cross, Resident Agent, 111 E. Broadway, Eugene, furnished the performance bond on each contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Our Bridge Division informs us that both of these jobs are approximately 95 percent complete.

If your client wishes to protect his claim for a period longer than six months following acceptance of the contracts by the Highway Commission, the claim should be filed with the Secretary of State. No doubt, you are familiar with the filing procedure. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing of claims. In themeantime, this information will be noted in our records and we will advise the surety and the contractor regarding it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD.
cm

RECEIVED
APR 9 - 1959
FOR FILING
4-3 218

5316

file

April 8, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton, Mgr.
Claim Division

Gentlemen:

A letter has been received from Mr. M. E. Reynolds, Attorney at Law, Astoria, on behalf of his client, N-J Logging & Construction Company, Seaside, advising that Eugene Gardens owes them $2,128.50 for numerous contracts, which appear to be in connection with our Contract No. 5316 for the Fort Stevens State Park Extension in Clatsop County, and Contract No. 5380 for the Honeyman State Park Extension in Lane County.

This information is provided as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mr. Robert Cross
Resident Agent
111 E. Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
em

RECEIVED
FOR FILING

4-5316

5316

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 29, 1958

Eugene Gardens
1515 Sylvan Street
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5316, awarded Sept. 11, 1958, for Fort Stevens State Park Extension in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

5316

September 12, 1958

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5316 for the Fort Stevens State Park Extension project in Clatsop County.

This award was based on your bid of $65,962.40, which was the low bid submitted to the Commission on September 9, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
I. D. Merchant
C. H. Armstrong

S-213(21) Nehalem River Br. 1958

#5317

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

December 11, 1959

(CONTRACT NO.) 5317

(EST. NO.) 12 Final

(CONTRACTOR) Babler Bros., Inc.

(VOUCHER NO.) 29977

(WARRANT NO.) 120784

(AMOUNT) $ 5,724.84

(DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 220 workdays from September 22, 1958

Time Extensions: None of record

Completion Date: October 2, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

NOTED ON CARD
LC

Warrant Mailed: DEC 15 1959

LC

RECEIVED
[illegible] 1959
FOR FILING

5317

November 25, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract $5317 for construction of the Nehalem River Bridge on the Nehalem Secondary Highway in Columbia County was completed by the contractor, Babler Brothers, Inc., on October 2, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $5,724.84 will be released to the contractor on or after December 7, 1959. The total contract amount is $75,569.10, of which amount $696.84 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

S.213 (21)
5317

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 18, 1959

Section Nehalem River Bridge (M.P. 62.23)

Kind of work 180' 3-span Bridge

Highway Nehalem County Columbia

Section prefix 105-1043

Contractor Babler Bros., Inc.

Contract number 5317

Date of contract ...., 19....

Specified work days ....

Date work started ...., 19....

Work days used ....

Project authorization $ 85,505.63

Per cent of time elapsed ....%

Exclusive of engineering $ ....

SEE RESIDENT BRIDGE ENGINEER'S REPORT

Estimated cost of completed project, exclusive of engineering $ ....

Estimated per cent overrun or underrun ....%

Per cent of contract completed, based on estimated cost ....%

Engineering authorization $ ....

Engineering cost to date $ ...., ...%

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and delivered to the Resident Bridge Engineer.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 21 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

Signed Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.12	0.12			
Miles partially completed					
Miles completed	0.12	0.12			
Total estimated quantities (contract)	2,640 C.Y.	1,160 C.Y.			
Total quantities corrected to date	2,364 C.Y.	984 C.Y.			
Estimated quantities moved or placed to date	2,364 C.Y.	984 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Showers		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Rain		
Saturday			

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

RECEIVED
1959
FOR FILING

3317

September 8, 1959

Mr. E. J. Hall
Resident Engineer
Oregon State Highway Dept.
Astoria, Oregon

Dear Sir:

This has reference to previous correspondence between my office and Mr. Paxson, Asst. State Highway Engineer, in regard to encroachments and other matters brought about by your reconstruction of your Nehalem River Bridge adjacent to our right of way near Vernonia.

This is to confirm the inspection made August 13, 1959, in your company by Mr. D. D. Thomas and Mr. O. E. LaSalle of this office, relative to the conditions reported in my letter to Mr. W. C. Williams dated June 19, 1959. The report of this inspection shows that the objections raised by the Railway Company have been corrected to our satisfaction. Also, your reconstruction of the slopes on the approaches to your bridge has made the preparation of slope easements unnecessary.

Very truly yours

Copy to
Edwards
Walker

(Signed) H. F. Moy
Chief Engineer

OEL-c
cc- Mr. G. S. Paxson ✓

RECEIVED
SEP 9 1959
STATE [illegible]

RECEIVED
AUG 3 - 1959
FOR FILING

5-213(21)
5317

A

Salem, Oregon
July 31, 1959

Easements from S.P.& S.
at Nehalem River Bridge

Mr. J. D. Walker

Herewith copy of a letter from Mr. Moy having to do with encroachment on their right of way at the Nehalem River Bridge near Vernonia. Please refer to my letter to Mr. Moy of June 29, of which you have a copy, and take whatever steps are necessary to get the descriptions of the proposed easements.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

1959 OREGON CENTENNIAL CELEBRATION

July 29, 1959

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 29, 1959, as well as your letter of June 9th, requesting easements to cover certain facilities placed on our right of way at the Nehalem River Bridge on our Vernonia Branch.

If you will furnish a satisfactory description for easements you desire, I will immediately have a document prepared covering such easements between the Oregon State Highway Department and the S.P.& S. Railway.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

RECEIVED
JUL 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 30 1959

RECEIVED
JUN 29 1959
FOR FILING

[illegible]

5317

June 29, 1959

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

After receiving advice from you as to damage to your Nehalem River Bridge east of Vernonia, our Division Engineer, Mr. J. D. Walker, inspected the site and met your Mr. Gibson there. Our contractor had placed some material on the S. P. and S. right of way, a part of which was adjacent to a concrete pier of your Nehalem River Bridge.

We have instructed our contractor to immediately remove this material, although Mr. Gibson requested that a small amount be left in place as you had use for it in the repairs being made to your structure. We had instructed our contractor to replace the broken piling, but Mr. Gibson advised that, in any event, the piling would have to be replaced by your crew in the repairs which were being made to the structure as the new piles to be driven would not be in the same position as the piling which was broken.

We are making an attempt to keep all of the fill slopes off the Railroad Company's property, and I believe this can be done except at one corner of our new structure which is in close proximity to the railroad right of way and over this area. We would ask that the easement previously requested be granted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1959

SUBJECT: Nehalem River Bridge (M.P. 62.23)
Nehalem Highway
Contract No. 5317

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Department

I made a personal inspection on June 25 of the Nehalem River Bridge at Milepost 62.23 on the Nehalem Secondary Highway, Contract No. 5317. This inspection was prompted by a letter to Mr. Williams from H. F. Moy, Chief Engineer of the S.P. & S. Railway, relative to the operations of our contractor.

The contractor had placed some material on the S.P. & S. right of way and had dumped a part of this adjacent to a concrete pier on the Nehalem River Bridge. This was done at a time our engineer was not present and the contractor was advised immediately to remove this material entirely from the railroad right of way. This will be done in the near future.

Mr. W. P. Gibson of the S.P. & S. Railway Company happened to be present at the time of the inspection and I went over the matter carefully with him. He asked that a small portion of the material be left, as the Railroad had use for it in the repairs being made to their structure.

Also mentioned in Mr. Moy's letter was a piling which was broken by the contractor's operations. Mr. Gibson informed me that this piling was being replaced in any event by the Railroad in conformance with the repairs which they were now making to the structure and that it would not be necessary for our contractor to drive this piling, as it would not be in the area required in the repairs under way.

Mr. Gibson expressed full satisfaction with the instructions given our contractor for cleanup and restoration of any railroad facilities affected. We are making every attempt to keep all fill slopes off railroad property and believe this can be done. However, one corner of our new structure is in close proximity of railroad right of way and if it is absolutely necessary to place a portion of the toe of the fill on railroad right of way, we will request an easement.

NOTED
G. S. PAXSON

J. D. Walker
Division Engineer

RECEIVED
JUN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JDW:AM
cc Mr. Tom Edwards
Mr. Ivan Merchant
Mr. E. J. Hall

RECEIVED
JUN 23 1959

FOR FILING

S213(21)

5317

Salem, Oregon
June 22, 1959

Contract No. 5317

Mr. J. D. Walker

Herewith copy of a letter from Mr. H. F. Moy, Chief Engineer of the S.P.& S. Railway Company, relative to our operations on the contract for the reconstruction of the Nehalem River Bridge east of Vernonia. Will you please take the necessary steps to correct the conditions noted in this letter.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM 1912

SPOKANE, PO[illegible]LAND AND SEATTLE RAILW[illegible] COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

1959 OREGON CENTENNIAL CELEBRATION

June 19, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

I have your letter of June 9, 1959, relative to a bridge you are rebuilding over the Nehalem River east of Vernonia and adjacent to the S.P.& S. Railway bridge over the Nehalem River.

Tuesday I was in Vernonia and happened to look at the work your contractor is doing on this new bridge and I find that the Oregon State Highway Department is trespassing on the property of the S.P.& S. Railway in the construction of its new facility. I find that your contractor has placed fill material across one side and one end up to the top of our west pier holding our steel span over the Nehalem River. This concrete pier was not designed to carry a side thrust or surcharge, and I request that all of this material be removed immediately as well as material between the pier and your new bridge so that individuals will not have an opportunity to get into that area and park their cars.

This material I have reference to will in no way affect the roadway under our bridge. I also request that the pile of material on the east end of your bridge which is on our right of way be removed.

In addition I note that it will be necessary for the Oregon State Highway Department to request slope easements for your fill approaches on both ends of this bridge and at the same time replace our fence on the easterly end that has been covered by your slopes.

The roadway mentioned in your letter of June 9th is not objectionable to the S.P.& S. Railway but again your contractor in handling this work broke off a treated bulkhead pile and dug into the slope behind the bulkhead. I must request that the Oregon State Highway Department replace this pile and provide some means of retaining our embankment material immediately behind the bulkhead which this roadway cuts into.

Until these matters are settled to our satisfaction I will be unable to make any concessions to the Oregon State Highway Department as to this proposed roadway which will be partially on our property as well as yours. It certainly seems to me that the Highway Department could have approached the Railway Company months ago relative to this construction work.

Your early attention to this matter would be appreciated.

Very truly yours

H.F. Moy

Chief Engineer

HFM-o

A

RECEIVED
JUN 10 1959

FOR FILING

5-213(21)

5317

June 9, 1959

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

We are rebuilding the bridge over the Nehalem River east of Vernonia and in doing so are widening the roadbed. A Mr. Wayne Akers has for quite some time been using a private road which undercrosses the east end of the S.P.& S. railroad bridge and joins our highway just east of our highway bridge. Nowthat we have widened our roadbed, we can no longer make a connection at the point previously used because of the steeper grade leading down to the roadway that undercrosses your railroad bridge.

To replace this connection, we propose to extend the private road east as shown in red on the attached print of the vicinity map for the bridge. A portion of this roadway will be on your right of way and will involve filling up the borrow pit between your tracks and the highway. It will also involve the moving of one pole of your telephone line.

We would ask that your forces move this pole and we will agree to reimburse you for any costs incurred in the moving of it. I would also ask that by letter exchange you permit us to go onto your property in reconstructing this private road approach. Our contractor desires to start on the grading immediately, and anything you can do to expedite the matter will be greatly appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. J. D. Walker

VERNONIA 1 MILE ←

NEHALEM RIVER BRIDGE
NEHALEM SECONDARY HIGHWAY
COLUMBIA COUNTY

1" = 50'

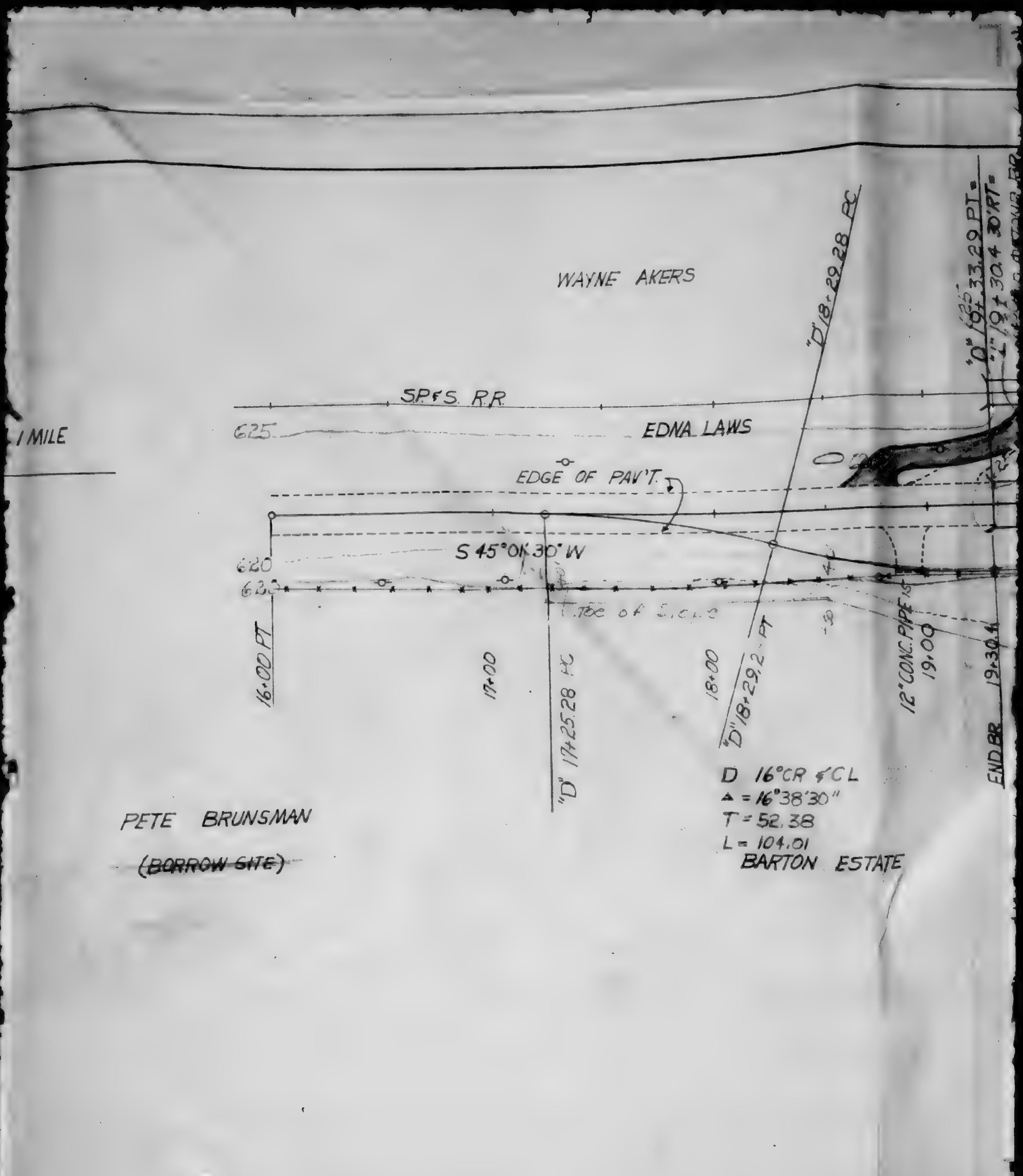
APRIL 1958

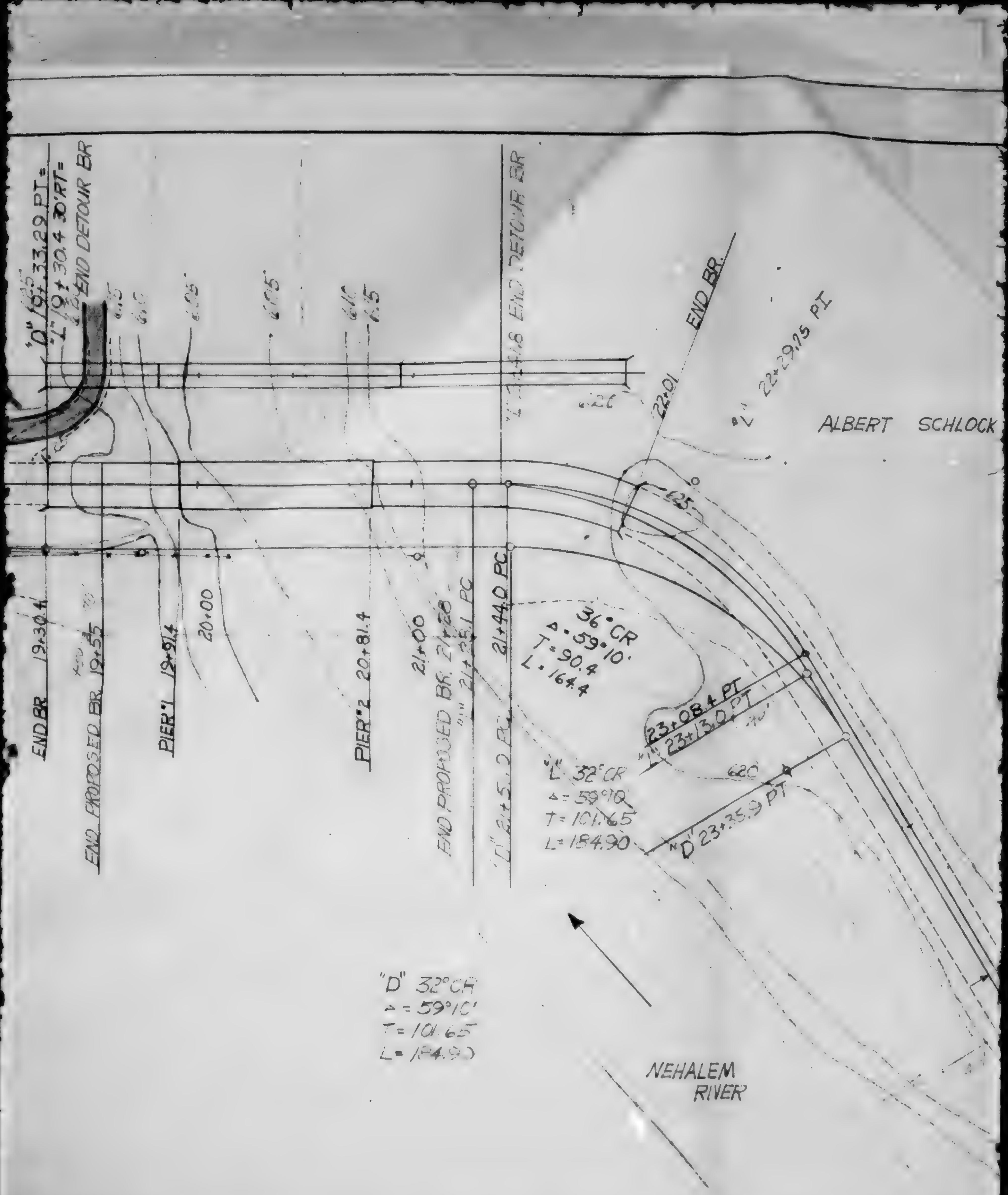
S.F. WALTERS

NP 625

#10954

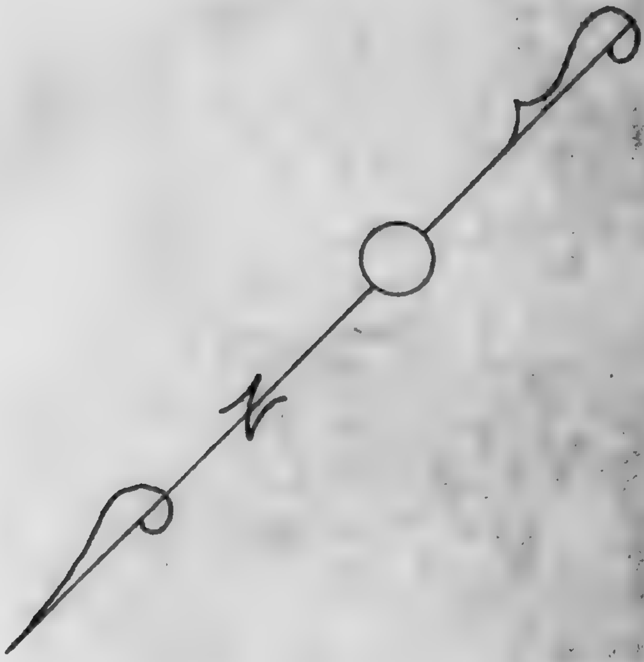
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		


WAYNE AKERS
"D" 18+29.28 PC
"D" 19+33.29 PI =
"L" 19+30.4 30' RT =
SP & S. R.R.
1 MILE
625
EDNA LAWS
EDGE OF PAV'T.
S 45°01'30" W
620
620
Toe of Slope
16+00 PT
17+00
"D" 17+25.28 PC
18+00
"D" 18+29.2 PT
12" CONC. PIPE 15'
19+00
19+30.4
END BR
D 16° CR & CL
Δ = 16°38'30"
T = 52.38
L = 104.01
BARTON ESTATE
PETE BRUNSMAN
(~~BORROW SITE~~)


"D" 19+33.29 PT =
"L" 19+30.4 30'RT =
END DETOUR BR
"L" 21+41.6 END DETOUR BR
END BR.
22+01
"L" 22+29.15 PI
ALBERT SCHLOCK
END BR 19+30.4
END PROPOSED BR 19+55
PIER 1 19+91.4
20+00
PIER 2 20+81.4
21+00
END PROPOSED BR. 21+28
"L" 21+28.1 PC
"D" 21+5.2 PC
21+44.0 PC
36° CR
Δ = 59°10'
T = 90.4
L = 164.4
23+08.4 PT
"L" 23+13.0 PT
"L" 32° CR
Δ = 59°10'
T = 101.65
L = 184.90
"D" 23+35.9 PT
"D" 32° CR
Δ = 59°10'
T = 101.65
L = 184.90
NEHALEM
RIVER

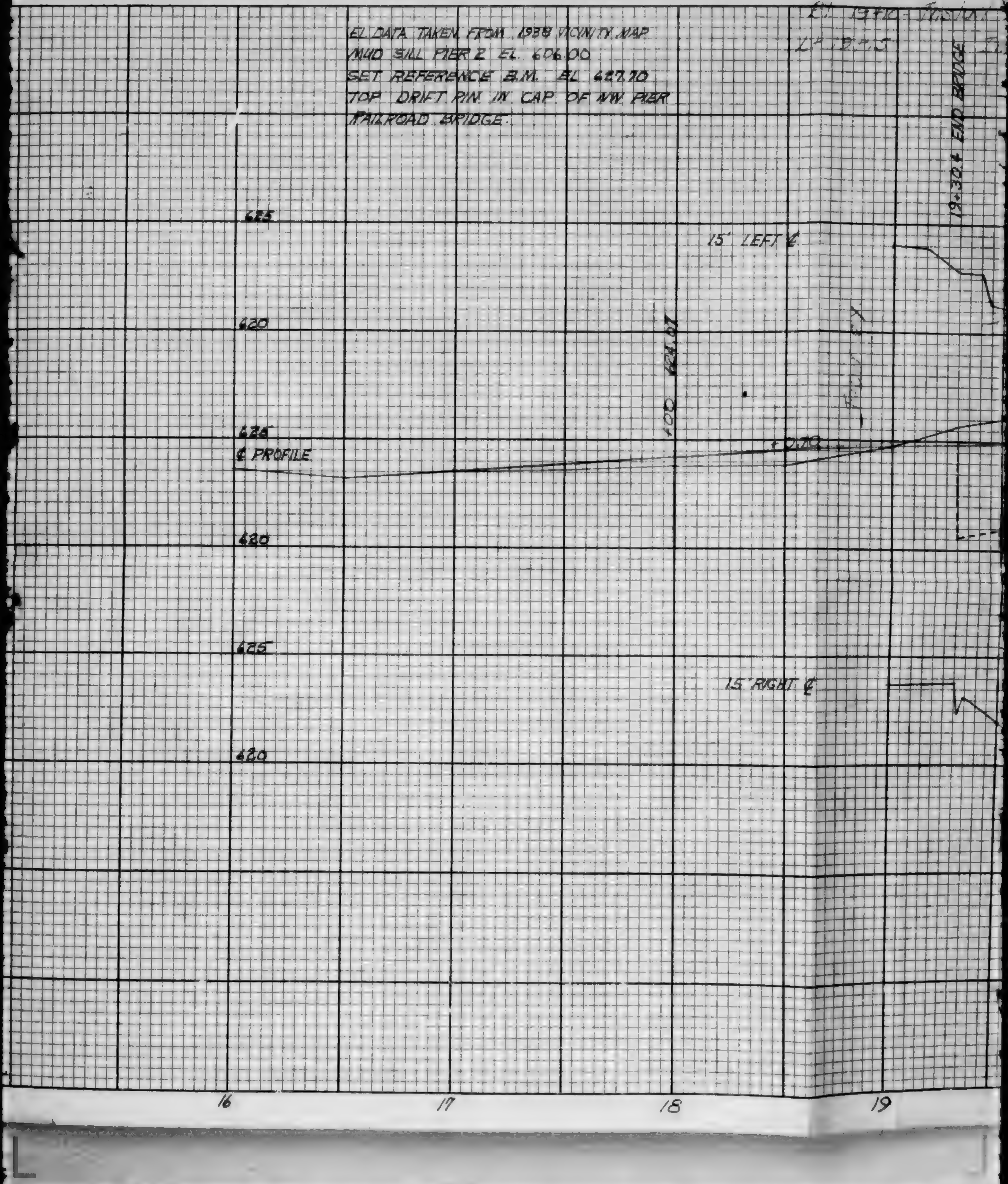
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

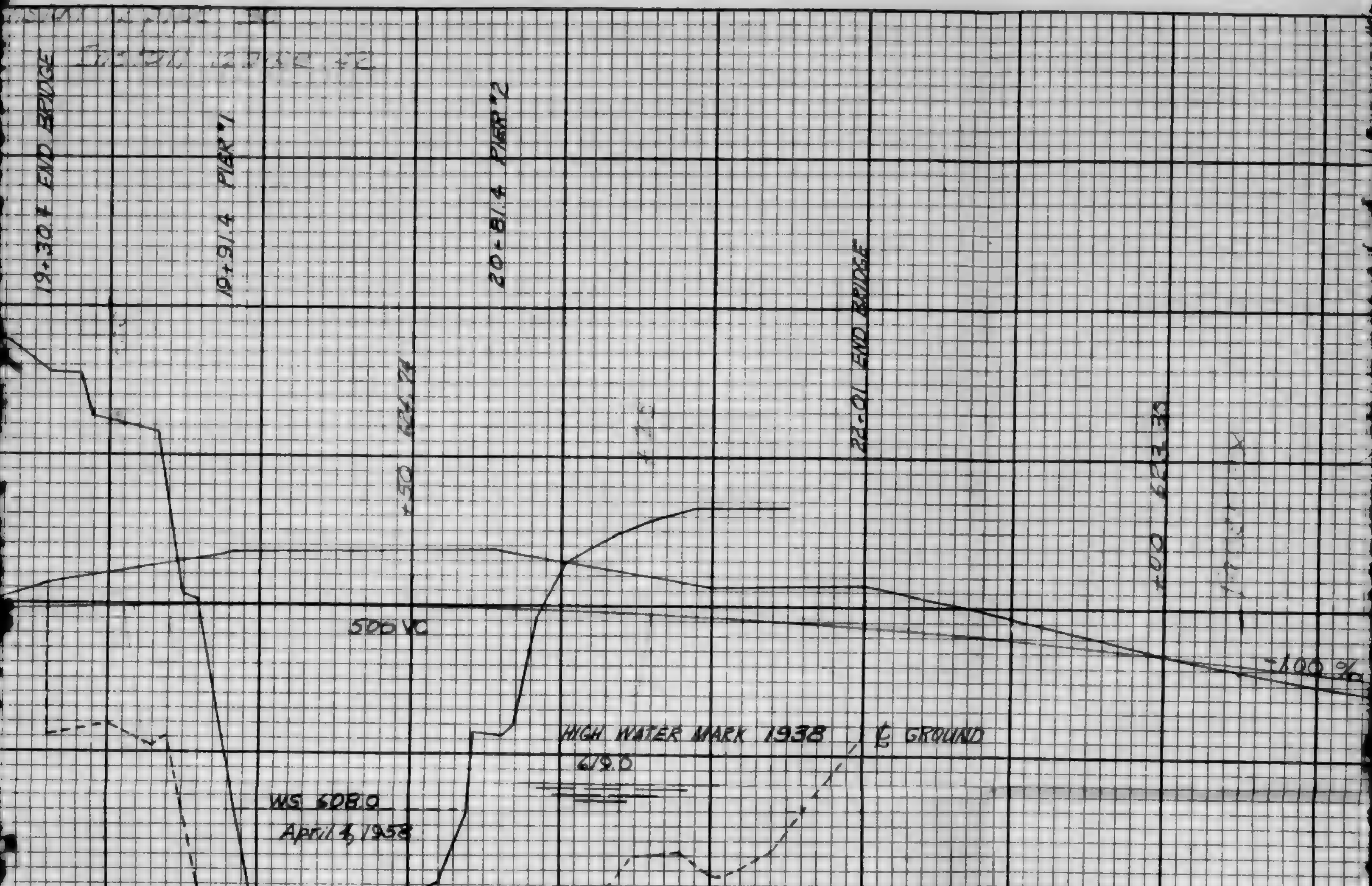


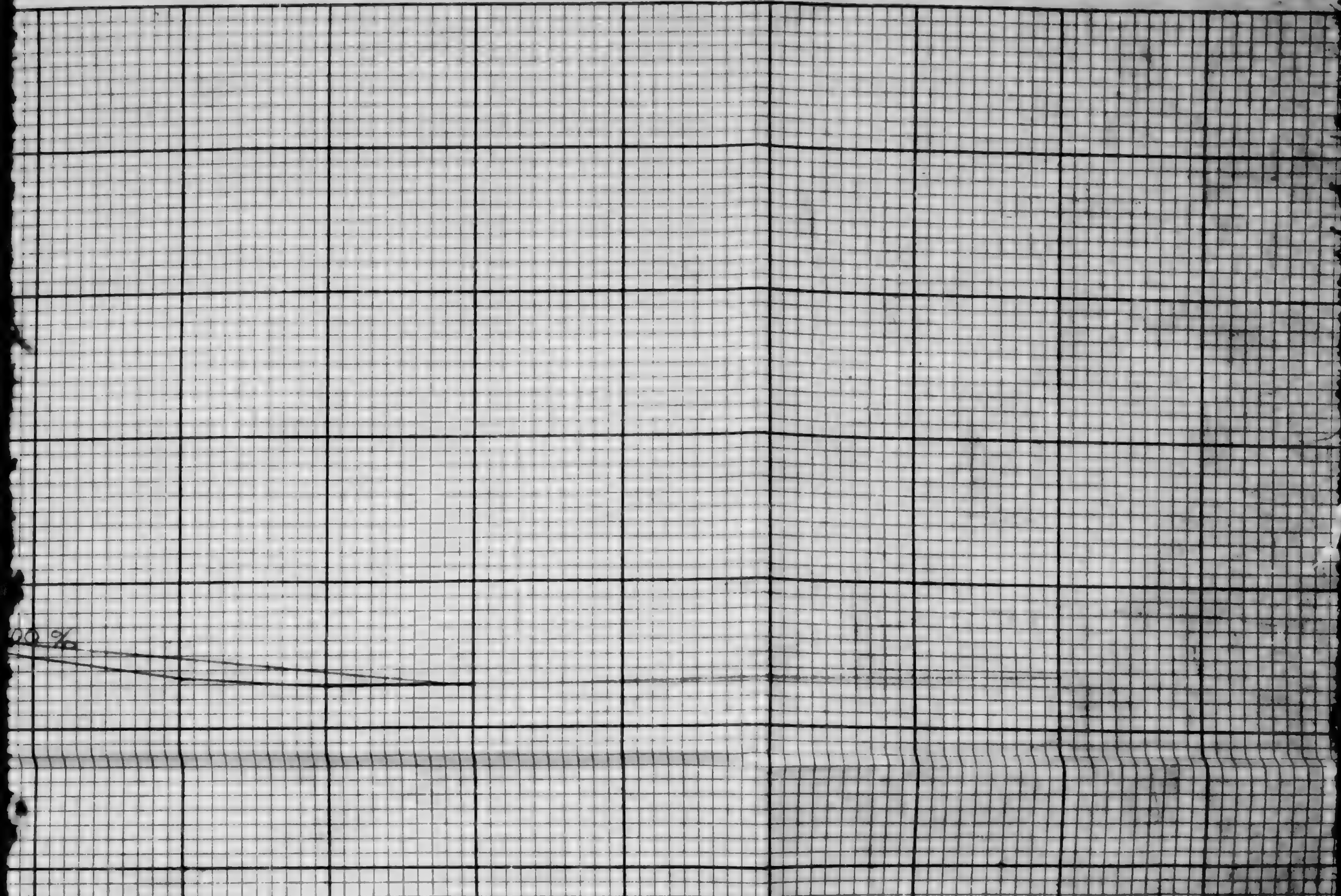
FOREST GROVE
28 MILES

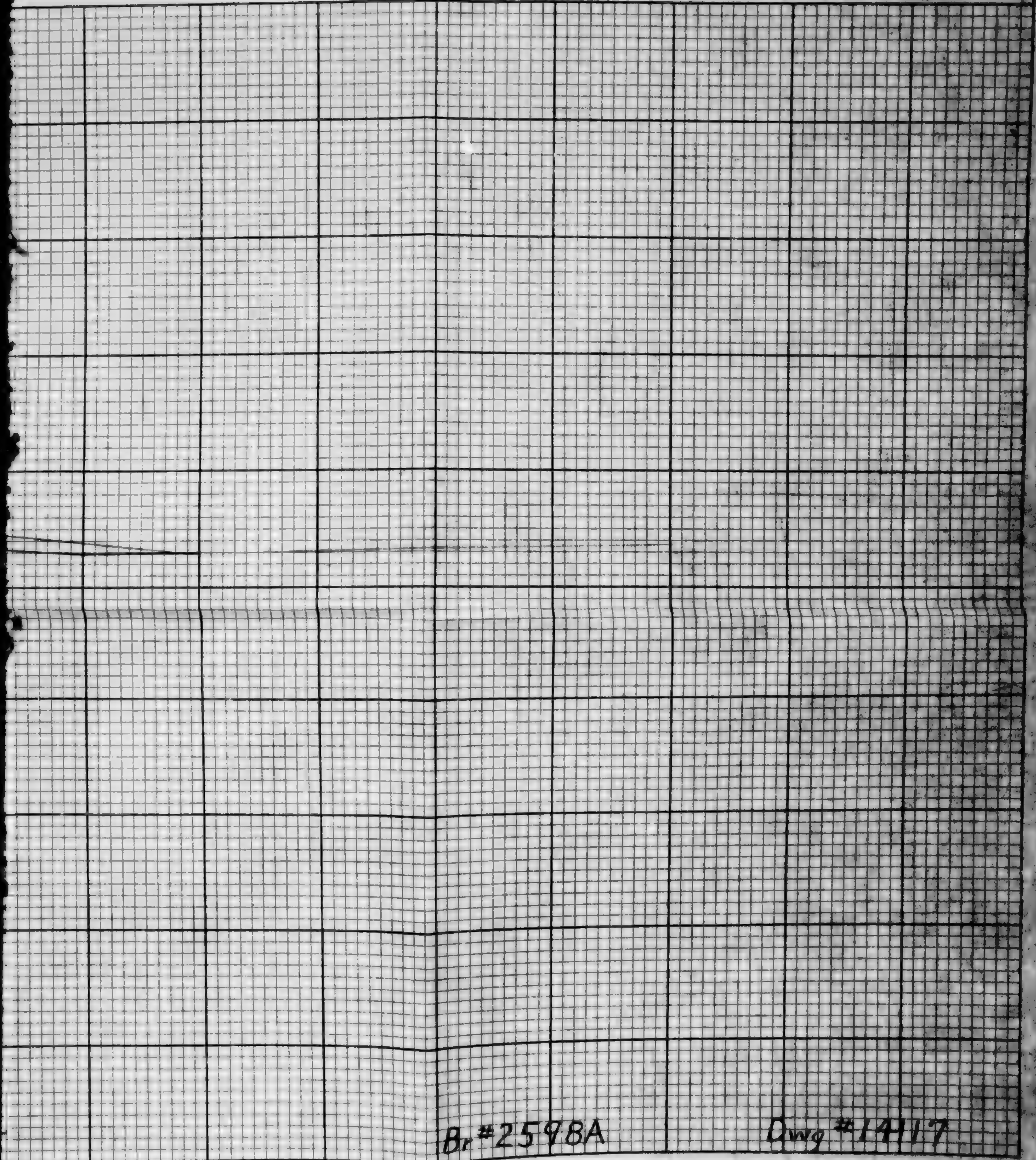
		BY	DATE
ORIGINAL SURVEY	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



EL DATA TAKEN FROM 1938 VICINITY MAP
MUD SILL PIER 2 EL. 606.00
SET REFERENCE B.M. EL 627.70
TOP DRIFT PIN IN CAP OF NW. PIER
RAILROAD BRIDGE.


19+30± END BRIDGE
19+91.4 PIER #1
20+81.4 PIER #2
22+01 END BRIDGE
+50 624.74
+00 622.35
505 VC
-1.00 %
HIGH WATER MARK 1938
619.0
℄ GROUND
WS 608.0
April 4, 1958
WS 608.0
April 4, 1958
WS 608.0
April 4, 1958
20
21
22
23


00 %
24
25
Br #2598A
Dwg #14



Br #2598A

Dwg #14117

RECEIVED
JUN 11 1959
FOR FILING

8215 (21)

OREGON STATE HIGHWAY DEPARTMENT

105-1043

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1959

5317

SUBJECT: Nehalem River Bridge at Milepost 62.23
Nehalem Highway
Contract No. 5317

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Department

We herewith hand to you a print of the vicinity map on the subject project showing shaded in red the proposed reconstruction of a private approach road, which crosses railroad property and goes under the railroad bridge crossing the Nehalem River.

To reconstruct this road approach we will have to enter upon railroad property, for which an agreement from the railroad company should be obtained.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Ivan Merchant

NOTED
G. S. PAXSON

RECEIVED

Contract 5317

A

Monthly Transaction No. FOR FILING	For -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. S-213(21) 3	**FEDERAL-AID PROJECT AGREEMENT**	County Columbia
		Project No. S-213(21)

5317 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Nehalem River Bridge and approaches, approximately 1 mile south of Vernonia, on State # 102.

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-14-58	0.1
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 83,606.00	$ 51,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper

[illegible] State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Nehalem River Bridge (M.P. 62.23) Section, Project No. 213(21).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Nehalem River Bridge (M.P. 62.23) Section, Project No. S-213(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RWC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213(21)

NEHALEM RIVER BRIDGE (M.P. 62.23) SECTION
OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 13, 1958

Type Code 3210
Roadway (Sta. 17+50 to Sta. 21+00)
(Contract No. 5317)

Clearing and Grubbing	All	Required	$	$ 500.00
Embankment in Place	2,640	cu. yds.	1.70	4,488.00
Finishing Roadbed and Slopes	All	Required		500.00
12-Inch Concrete Pipe	70	lin. ft.	4.00	280.00
Metal Guard Rail	250	lin. ft.	5.00	1,250.00
Quarry-Run Rock	980	cu. yds.	4.00	3,920.00
Hauling and Placing 3/4" - 0 Material in Base	180	cu. yds.	4.00	720.00
Sprinkling	24	M-gals.	5.00	120.00
				$11,778.00
Flagging (57½% ofContractor's Cost)	All	Required		200.00
		Subtotal		$11,978.00
		10% Engr. & Cont.		1,197.80
		Total		$13,175.80

Type Code 5031
Nehalem River Bridge (Sta. 19+55 to Sta. 21+35)
(Contract No. 5317)

			$	
Remove Old Bridge	All	Required		$ 3,500.00
Construct Detour Bridge	All	Required		5,000.00
Shoring, Cribbing, Etc.	All	Required		1,000.00
Structural Excavation	170	cu. yds.	10.00	1,700.00
Excavation Below Elevation Shown	20	cu. yds.	15.00	300.00
Furnish Treated Timber Piling	340	lin. ft.	2.00	680.00
Drive Piles	17	only	70.00	1,190.00
Class "A" Concrete	286	cu. yds.	72.00	20,592.00
Metal Reinforcement	52,100	lbs.	0.15	7,815.00
Structural Steel	All	Required		22,000.00
8-Inch Metal Drain Pipe	50	lin. ft.	5.00	250.00
				$64,027.00

Subtotal	$64,027.00
10% Engr. & Cont.	6,402.70
Total	$70,429.70

Length of Roadway	0.089 Miles
Length of 1 Structure	0.034 Miles
Total Length	0.123 Miles
Cost of Roadway Per Mile	$148,042.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$13,175.80	$ 8,100.00	$ 5,075.80
Structure	70,429.70	43,500.00	26,929.70
	$83,605.50	$51,600.00	$32,005.50

State Funds for Const.: Chapter 175, Laws 1917
Chapter 31, Laws 1920
Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

FORM 2-133 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
OCT 14 1958
FOR FILING

5317

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF [redacted]

Oct. 13, 1958

Babler Brothers, Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5317, awarded Sept. 11, 1958, for bridge construction on Nehalem River Section at MP 62.23, on the Nehalem Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5117

September 12, 1958

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5117 for bridge construction one-half mile south of Vernonia in Columbia County.

This award was based on your bid of $75,865.00 which was the low bid submitted to the Commission on September 9, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 15 1958
FOR FILING

S-213(21)

5317

July 15, 1958

Honorable John W. Whipple
County Judge
Columbia County
St. Helens, Oregon

Dear Judge Whipple:

I have your letter of July 11 with reference to the reconstruction of the timber bridge over the Nehalem River south of Vernonia.

We gave considerable study to the alternate locations for this structure. In these studies we had to consider the future alignment of the Nehalem Highway on both sides of the proposed crossing and our surveys show that the replacement of the bridge at its present location would fit much better with the future alignment of the highway than the alternate route crossing the river some distance to the south. It was for this reason that our decision was reached to replace the structure at its present site.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. J. D. Walker

FORM E-30 80M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1958

SUBJECT: Letter re Nehalem River Bridge
Nehalem State Highway
Columbia County

To:

Mr. G. S. Paxson ✓
OFFICE

Attached is a letter from Judge Whipple of Columbia County re replacement of the Nehalem River Bridge approximately 1 mile south of Vernonia. The Division Office advises that this bridge is to be replaced in its present site which would fit in with a future relocation south of the bridge and to the east of the present highway.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Att.

RECEIVED
JUL 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

LOUIS J. WASSER, COMMISSIONER
GOBLE

J. A. DAVIS, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

July 11, 1958

Oregon State Highway Department
Salem, Oregon

ATTENTION: County and City Public Relations Department

Dear Sirs:

Commissioner Davis of our County advises me that the Oregon State Highway Department has under consideration replacing the wooden bridge across ~~from~~ the Nehlem River approximately one mile South from Vernonia near the junction at Treehorn.

In this connection, we understand that at one time the Highway Department had surveyed a route that would by-pass that bridge by making a new road a short distance North and West of the existing highway No. 47 and then reconnect with highway 47 at the forks of the Timber Road and highway 47 at Treehorn.

From the standpoint of Columbia County it would be highly desirable that such an alteration in the road be made, and the Columbia County Court urgently requeste your further consideration, if a removal of the bridge is contemplated as we feel it will be beneficial to both the state and county.

Yours very truly,

Columbia County Court
Honorable J. A. Davis

JWW/cj

cc.
Commissioner Davis
Vernonia, Oregon

RECEIVED
JUL 15 1958
[illegible]
COUNTY [illegible]

RECEIVED
JUL 11 [illegible]
OREGON
STATE HIGHWAY COMMISSION

I-5-3(7) N. Oakland Jct.-Sutherlin 1958
137 Jct. Sec. of Pacific Hwy.
#5318

RECEIVED
JUL 3 1961

FOR "FILING"

5318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1961

SUBJECT: Authority for Survey
N. Oakland Jct.-Sutherlin Jct.

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I submit a survey authorization covering preparation of plans for half-soling the section of 80N from North Oakland Junction to Sutherlin Junction and for the raising of two bridges.

Surfacing on this section was placed in the early 1950's as one of our early projects of base depth design by the Soils Section. The base is too thin. Later portions at Oakland Junction on the Calapooya provided for widening, but not overlaying the existing surfacing. The joint section is bad.

The bridge at Cemetery Road, through an engineering error, was constructed with a clearance of 14' 8". Resurfacing would decrease this to 14' 6". I therefore recommend that this bridge be increased to the present standard.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1960

FOR FILING

1-5-3 (7) 137

5318

September 12, 1960

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $25,384.63 which has been filed with the Secretary of State by Collins Concrete Conduit Company, Division of American Marietta Company, for materials furnished to R & M Construction Company as subcontractor to White Brothers Construction Company.

This appears to be in connection with White Brothers Construction Company Contract 5318, grading and paving the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:
CWP:rj

cc: Mansfield & Co., Portland
White Brothers Construction Co., Inc.
Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 9, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Ray Town, Sales Manager, Collins Concrete Conduit Co., Division of American Marietta Company, 3841 N. Columbia Blvd., Portland 17, Oregon and filed as of this date, a notice of claim by Collins Concrete Conduit Co., Division of American Marietta Company for materials furnished in the sum of $25,384.63 against the bond taken from White Brothers Construction Co., contractor, as principal and General Insurance Co. of America, as surety, for the work of Oregon State Highway Contract No. 5318 Oakland Junction North Sutherlin Junction Section of the Oregon State Highway. The materials were furnished to R & M Construction Co., as subcontractor to White Brothers Construction Co. for the above described work, and the above balance is due and unpaid.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
SEP 12 1960
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: Howell Appling, Secretary of State, State of Oregon :

Notice is hereby given that the undersigned, Collins Concrete Conduit Co., Division of American-Marietta Company, has a claim for materials furnished by it as follows:

Metal rails, posts, bolts, washers, etc., all as itemized and set forth on the attached statement and invoices in the amount of	$25,384.63
Total	
Less Amounts Paid	$55,642.87
Balance	30,258.24
	$25,384.63

in the sum of Twenty-Five Thousand Three Hundred Eighty-Four and 63/100 Dollars ($25,384.63) against the bond taken from White Brothers Construction Co., contractor, as principal, and General Insurance Co. of America, as surety, for the work of Oregon State Highway Contract No. 5318 Oakland Junction North Sutherlin Junction section of the Oregon State Highway.

The said materials were furnished to R & M Construction Co., as subcontractor, to White Brothers Construction Co. for the above described work, and the above balance is due and unpaid.

The above described work was completed, accepted, or abandoned not more than six (6) months prior to the date of this notice.

Dated Sept. 8, 1960

File # 3720

FILED
SEP 9 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

COLLINS CONCRETE CONDUIT CO.
Division of AMERICAN-MARIETTA COMPANY

By Ray Town Salesmanager

cc: White Brothers Construction Co.
R & M Construction Co.
General Insurance Co. of America

RECEIVED
SEP 9 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 19 1960
FOR FILING
I 5-3(9)137

5318

A

April 18, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to White Bros. Construction Co. Inc., on contract #5318 for grading-paving the North Oakland Jct.-Sutherlin Jct. Section of Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $324,509.47, including the post-final payment of $277.88. Of the total, $3,048.50 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
MAR 2 1960
FOR FILING

I-2-(1)37
5318

March 2, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5318 for grading-paving the North Oakland Jct.-Sutherlin Jct. Section of Pacific Highway in Douglas County was completed by the contractor, White Bros. Construction Co. Inc., on November 6, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,074.74 will be released to the contractor after acceptance by the Commission. The total contract amount is $324,231.59, of which amount $3,048.50 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

A

Form E-1—(Rev.)-

J-53(1)137
5318

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 16, 19 60

Section N. Oakland Jct.- Sutherlin Jct.

Kind of work Grading & Paving

Highway Pacific County Douglas

Section prefix 610-1053

Contractor White Bros. Const. Co., Inc.

Contract number 5318

Date of contract Sept. 11, 19~~60~~ 58

Specified work days 160

Date work started Sept. 24, 19~~60~~ 58

Work days used 160

Project authorization $ 409,716.00

Exclusive of engineering $ 380,580.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 330,572.88

Estimated per cent [illegible]r underrun 13.63%

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 29,135.36

Engineering cost to date $ 29,065.29, 99.8 %

Date project was completed Nov. 6, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final is being submitted to Division Office as of Friday Jan. 15th.

CONSTRUCTION DIVISION
RECEIVED
JAN 18 1960
NOTED

Noted
M. N. Juve

NOTED
C. L. PA[illegible]

Signed John R. Hegedorn
Address Roseburg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.02	2.02	3.76	3.69	2.02
Miles partially completed					
Miles completed	2.02	2.02	3.76	3.69	2.02
Total estimated quantities (contract)	173,100	24,800	27,000	2,000 agg. 190 oil	7,000 mix 420 oil
Total quantities corrected to date	161,390	21,657	27,000	1,529 agg 156 oil	5,638 mix 275 oil
Estimated quantities moved or placed to date	161,390	21,657	27,000	"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cldy.	Shrs.	
Tuesday	Fog	Fair	
Wednesday	Fog	Fair	
Thursday	Fog	Fair	
Friday	Fog	Fair	
Saturday			

RECEIVED
NOV 19 1959
FOR FILING

F-53(7)137

5318

A

November 19, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to White Bros. Construction Co. Inc., a portion of the funds heretofore retained by the Commission on contract #5318, for grading-paving the North Oakland Jct.-Sutherlin Jct. Section of Pacific Highway in Douglas County.

This payment, in the amount of $22,353.48, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,732.03. The present payment will be released on or after November 30, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
NOV 16 1959
FOR FILING

I-5 3(7)137

5318

A

November 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1959, on Contract No. 5318, N. Oakland Jct.-Sutherlin Jct. Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(7)137.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
cc: Clarence G. Swenson

RECEIVED
SEP 15 1959
FOR FILING

T-5-3(7)137

5318

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

North Oakland Jct.-Sutherlin Jct.
Section, Project I-5-3(7)137
Pacific Highway
Contract No. 5318
Your File: 08-35.4

Dear Sir:

Reference is made to your letter of September 9 with which you returned unapproved Price Agreement No. 1 for the installation of metal guide posts.

There is apparently some confusion in this regard as the original W-1 sight posts specified in the contract were bid at $7.50. You cite various current bids for this item. However, the fact is that the successful bidder on this job did bid $7.50. The proposed Price Agreement which you returned was for the installation of sight posts modified to conform to later Interstate highway standards and the prices shown on the Price Agreement are exactly the contractor's bid price plus the increased cost of the materials to the contractor for this revised design.

I wish to point out that the contractor will realize no more profit from these posts than he would have realized if the posts were installed as originally specified. Below is an itemization of the cost to the contractor from the supplier:

	New Type Revised Quote from supplier	As per contract specification Quote from supplier	Additional cost:
"Y-1"	$4.10	$3.10	$1.00
"Y-2"	5.10		2.00
"Y-3"	6.10		3.00

It can be readily seen that the additional cost shown in the right--hand column, when added to the contract bid item for W-1, will result in the prices proposed in the Price Agreement.

The quantities involved in this Price Agreement are quite small and I urge your reconsideration of this matter and solicit your approval of the price agreement as submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

cc: Tom Edwards

LHY:fp
DBP:cr

DAHO
MONTA
OREG
WASHINGTON
RECEIVED
SEP [illegible] 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4
I 5-3(7)137
5318

408 State Highway Bldg.
Salem, Oregon

September 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re. Oregon Project I-5-3(7)137.
North Oakland Jct.-Sutherlin Jct
Section, Pacific Highway. Metal
Guide Posts - Price Agreement No. 1,
Contract No. 5318

Dear Sir:

The unit prices of $8.50 each for Type W-1, $9.50 each for Type Y-2 and $10.50 each for Type Y-3 Metal Guide Posts is considered too high.

On project I-5-2(17)119 a Price Agreement was obtained for Type W-1 Metal Guide Posts at $5.60 each. A price agreement on Project I-5-5(7)250 provides a unit price of $5.75 each for Type W-1, $6.75 each for Type Y-2 and $7.75 for Type Y-3 Metal Guide Posts.

In view of the apparently high prices quoted for the several types of Metal Guide Posts we are returning the subject price agreement without approval.

Very truly yours,

C. G. Polk
Division Engineer

10rfer
Edw

Encls.

A

RECEIVED
SEP - 1 1959

FOR FILING
I 5 3(7)137

5318

September 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the removal of existing signs on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

It is necessary to remove existing signing on this section to provide for the permanent, revised signing in accordance with the new construction. No provision was made in the contract for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED
JUL 1959
FOR FILING

I-5-3 (7)137

5318

July 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the removal of light poles on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

The contract provides, under bid item No. 2, for removal of the concrete island and light pole bases. There is no item covering removal of the light poles, anticipation being that this would be done by a State lighting crew and funds were provided in the Project Authorization.

Arrangements have been made for the contractor to do this work, which must be done before the island and light pole bases can be removed.

The light poles will be stockpiled and used on this or a future project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
MAY - 1959
FOR FILING

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I 5-3(7)137

5318

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering extra clearing and grubbing on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

A slide has occurred between Stations 1712 and 1714 on the left. It is necessary that trees and brush on the slide area be removed before the slide removal can be done. The slide removal will be done at general excavation prices in the contract.

This situation presented an obvious immediate hazard and work was started on April 24, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

Contract 5318

A

RECEIVED
JAN [illegible] 1959
FOR FILING

Monthly Transaction No.

Project Report No. I 5-3 (7) 137

5319

Fo -2
(29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te **Oregon**

County **Douglas**

Project No. **I-5-3(7)137**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North Oakland Jc. to Sutherlin Jc., on U.S. 99**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-25-58	3.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 566,836.00	Federal funds $ 523,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **January 12, 1959**

January 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. Oakland Jct.-Sutherlin Jct. Section, Project No. I-5-3(7)137.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

December 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Oakland Jct.-Sutherlin Jct. Section, Project No. I-5-3(7)137.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-5-3(7)137

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 6201

Salem, Oregon, December 19, 1958

Roadway (Sta. "L" 1614+00 to Sta. "L" 1813+00)(Contract No. 5318)

Clearing and Grubbing	All Required	$	$ 10,000.00
Removal of Concrete Islands and Light Pole Bases	All Required		1,000.00
Drainage Excavation, Unclassified	1,700 cu. yds.	1.75	2,975.00
Embankment Foundation Excavation, Unclassified	3,300 cu. yds.	0.40	1,320.00
General Excavation, Unclassified	169,800 cu. yds.	0.57	96,786.00
Short Overhaul	457,500 yd. sta.	0.01	4,575.00
Long Overhaul	5,000 C-yd.sta.	0.40	2,000.00
Finishing Roadbed and Slopes	2.02 miles	500.00	1,010.00
Rounding Cutbanks	3,700 lin. ft.	0.20	740.00
18-inch Concrete Pipe	380 lin. ft.	5.00	1,900.00
24-inch Concrete Pipe	100 lin. ft.	7.00	700.00
18-inch Concrete Pipe, Extra Strength	30 lin. ft.	6.00	180.00
24-inch Concrete Pipe, Extra Strength	330 lin. ft.	9.00	2,970.00
30-inch Concrete Pipe, Extra Strength	35 lin. ft.	10.00	350.00
Extra for Pipe Under Pavement	35 lin. ft.	4.00	140.00
6-inch Perforated Metal Drain Pipe	860 lin. ft.	2.50	2,150.00
Special Backfill in Drains	70 cu. yds.	5.00	350.00
Metal Guard Rail	7,000 lin. ft.	2.65	18,550.00
Metal Median Barrier	20,000 lin. ft.	3.69	73,800.00
Extra for Posts on Structure	35 only	12.50	437.50
Metal Sight Posts, Single Reflector	20 only	7.50	150.00
Type 2 Fence	180 rods	5.50	990.00
Coarse Crushed Material in Base	20,500 tons	2.00	41,000.00
3/4" - 0 Material in Base	4,300 tons	2.45	10,535.00
Sprinkling	650 M-gal.	2.50	1,625.00
Preparation of Base	All Required		2,000.00
3/4" - 0 Material in Binder Course	370 tons	3.45	1,276.50
Furnishing and Placing Aggregates	1,630 tons	4.40	7,172.00
RC-3 Asphalt	45 tons	47.00	2,115.00
120-150 Asphalt	100 tons	45.00	4,500.00
RS-1 Asphalt	45 tons	50.00	2,250.00
Asphaltic Concrete Mixture	7,000 tons	5.90	41,300.00
85-100 Asphalt in Mixture	420 tons	36.00	15,120.00
			$351,967.00
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Remove Light Poles (State Force)	All Required		1,000.00
Seeding and Mulching	All Required		4,725.00
	Subtotal		$362,692.00
	10% Engr. & Cont.		36,269.20
	Total		$398,961.20

Type Code X021
Calapooya Creek Bridge Widening (Sta. 1679+40 to Sta. 1682+60)(Contract No. 5379)

Remodel Old Bridge and Maintain Traffic	All Required	$	$ 6,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	300 cu. yds.	10.00	3,000.00
Excavation Below Elevation Shown	30 cu. yds.	16.00	480.00
Furnish Steel Piling	640 lin. ft.	4.20	2,688.00
Drive Steel Piles	16 only	65.00	1,040.00
Class "A" Concrete	917 cu. yds.	67.50	61,897.50
Metal Reinforcement	221,000 lbs.	0.14	30,940.00
			$114,045.50

Type Code X221
Stearns Lane Overcrossing Widening (Sta. 1686+23 to Sta. 1687+13)(Contract #5379)

Remodel Bridge and Maintain Traffic	All required	$	$ 3,500.00
Structural Excavation	300 cu. yds.	4.00	1,200.00
Furnish Treated Timber Piling	1,440 lin. ft.	1.40	2,016.00
Drive Timber Piles	48 only	50.00	2,400.00
Furnish Steel Piling	630 lin. ft.	4.20	2,646.00
Drive Steel Piles	12 only	80.00	960.00
Class "A" Concrete	252 cu. yds.	69.00	17,388.00
Metal Reinforcement	58,700 lbs.	0.14	8,218.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 38,568.00
	Subtotal		$152,613.50
	10% Engr. & Cont.		15,261.35
	Total		$167,874.85

Length of Roadway - - - - - - - - - 3.665 Miles
Length of 5 Structures- - - - - - - 0.097 Mile
Total Length- - - - - - - - - - - - 3.762 Miles
Cost of Roadway Per Mile- - - - - $108,857.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$398,961.20	$368,000.00	$ 30,961.20
Structures	167,874.85	155,000.00	12,874.85
	$566,836.05	$523,000.00	$ 43,836.05

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(7)137

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION

SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1958

Type Code 6201
Roadway (Sta. "LE" 1614+00 to Sta. "L" 1813+00)

Clearing and Grubbing	All	Required	$	$ 12,000.00
Removal of Concrete Islands and Light Pole Bases	All	Required		600.00
Drainage Excavation, Unclassified	1,700	cu. yds.	3.00	5,100.00
Embankment Foundation Excavation, Unclassified	3,300	cu. yds.	0.60	1,980.00
General Excavation, Unclassified	169,800	cu. yds.	0.57	96,786.00
Short Overhaul	457,500	yd. sta.	0.015	6,862.50
Long Overhaul	5,000	C-yd.sta.	0.40	2,000.00
Finishing Roadbed and Slopes	2.02	miles	1,000.00	2,020.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
18-inch Concrete Pipe	380	lin. ft.	4.50	1,710.00
24-inch Concrete Pipe	100	lin. ft.	6.00	600.00
18-inch Concrete Pipe, Extra Strength	30	lin. ft.	5.00	150.00
24-inch Concrete Pipe, Extra Strength	330	lin. ft.	6.50	2,145.00
30-inch Concrete Pipe, Extra Strength	35	lin. ft.	9.00	315.00
Extra for Pipe Under Pavement	35	lin. ft.	3.00	105.00
6-inch Perforated Metal Drain Pipe	860	lin. ft.	2.00	1,720.00
Special Backfill in Drains	70	cu. yds.	6.00	420.00
Metal Guard Rail	7,000	lin. ft.	3.00	21,000.00
Metal Median Barrier	20,000	lin. ft.	4.50	90,000.00
Extra for Posts on Structure	35	only	7.50	262.50
Metal Sight Posts, Single Reflector	20	only	4.50	90.00
Type 2 Fence	180	rods	7.50	1,350.00
Coarse Crushed Material in Base	20,500	tons	2.25	46,125.00
3/4" - 0 Material in Base	4,300	tons	2.40	10,320.00
Sprinkling	650	M-gal.	3.00	1,950.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	370	tons	3.50	1,295.00
Furnishing and Placing Aggregates	1,630	tons	3.50	5,705.00
RC-3 Asphalt	45	tons	48.00	2,160.00
120-150 Asphalt	100	tons	46.00	4,600.00
RS-1 Asphalt	45	tons	50.00	2,250.00
Asphaltic Concrete Mixture	7,000	tons	5.20	36,400.00
85-100 Asphalt in Mixture	420	tons	38.00	15,960.00
				$375,721.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Remove Light Poles (State Force)	All	Required		1,000.00
Seeding and Mulching	All	Required		4,725.00
	Subtotal			$386,446.00
	10% Engr. & Cont.			38,644.60
		Total		$425,090.60

Length of Roadway	3.665 Miles
Length of 5 Structures.	0.097 Mile
Total Length.	3.762 Miles
Cost of Roadway Per Mile.	$115,986.52

Federal Funds	$392,000.00
State Funds	33,090.60
	$425,090.60

Federal Aid
Oregon State Highway Department Project No. I-5-3(7)137

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 30, 1958

Type Code 6201
Roadway (Sta. "LE" 1614+00 to Sta. "L" 1813+00)(Contract No. 5318)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Removal of Concrete Islands and Light Pole Bases	All	Required		1,000.00
Drainage Excavation, Unclassified	1,700	cu. yds.	1.75	2,975.00
Embankment Foundation Excavation, Unclassified	3,300	cu. yds.	0.40	1,320.00
General Excavation, Unclassified	169,800	cu. yds.	0.57	96,786.00
Short Overhaul	457,500	yd. sta.	0.01	4,575.00
Long Overhaul	5,000	C-yd.sta.	0.40	2,000.00
Finishing Roadbed and Slopes	2.02	miles	500.00	1,010.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
18-inch Concrete Pipe	380	lin. ft.	5.00	1,900.00
24-inch Concrete Pipe	100	lin. ft.	7.00	700.00
18-inch Concrete Pipe, Extra Strength	30	lin. ft.	6.00	180.00
24-inch Concrete Pipe, Extra Strength	330	lin. ft.	9.00	2,970.00
30-inch Concrete Pipe, Extra Strength	35	lin. ft.	10.00	350.00
Extra for Pipe Under Pavement	35	lin. ft.	4.00	140.00
6-inch Perforated Metal Drain Pipe	860	lin. ft.	2.50	2,150.00
Special Backfill in Drains	70	cu. yds.	5.00	350.00
Metal Guard Rail	7,000	lin. ft.	2.65	18,550.00
Metal Median Barrier	20,000	lin. ft.	3.69	73,800.00
Extra for Posts on Structure	35	only	12.50	437.50
Metal Sight Posts, Single Reflector	20	only	7.50	150.00
Type 2 Fence	180	rods	5.50	990.00
Coarse Crushed Material in Base	20,500	tons	2.00	41,000.00
3/4" - 0 Material in Base	4,300	tons	2.45	10,535.00
Sprinkling	650	M-gal.	2.50	1,625.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	370	tons	3.45	1,276.50
Furnishing and Placing Aggregates	1,630	tons	4.40	7,172.00
RC-3 Asphalt	45	tons	47.00	2,115.00
120-150 Asphalt	100	tons	45.00	4,500.00
RS-1 Asphalt	45	tons	50.00	2,250.00
Asphaltic Concrete Mixture	7,000	tons	5.90	41,300.00
85-100 Asphalt in Mixture	420	tons	36.00	15,120.00
				$351,967.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Remove Light Poles (State Force)	All	Required		1,000.00
Seeding and Mulching	All	Required		4,725.00

Subtotal	$362,692.00
10% Engr. & Cont.	36,269.20
Total	$398,961.20

Type Code X021
Calapooya Creek Bridge Widening (Sta. 1679+40 to Sta. 1682+60)

Remodel Old Bridge and Maintain Traffic	All	Required	$	$ 4,000.00
Shoring, Cribbing, Etc.	All	Required		8,000.00
Strustural Excavation	300	cu. yds.	8.00	2,400.00
Excavation Below Elevation Shown	30	cu. yds.	20.00	600.00
Furnish Steel Piling	640	lin. ft.	5.00	3,200.00
Drive Steel Piles	16	only	70.00	1,120.00
Class "A" Concrete	917	cu. yds.	75.00	68,775.00
Metal Reinforcement	209,000	lbs.	0.13	27,170.00
				$115,265.00

Type Code X221
Stearns Lane Overcrossing Widening (Sta. 1686+23 to Sta. 1687+13)

Remodel Bridge and Maintain Traffic	All	Required	$	$ 1,000.00
Structural Excavation	300	cu. yds.	8.00	2,400.00
Furnish Treated Timber Piling	1,440	lin. ft.	1.40	2,016.00
Drive Timber Piles	48	only	65.00	3,120.00
Furnish Steel Piling	630	lin. ft.	5.00	3,150.00
Drive Steel Piles	12	only	80.00	960.00
Class "A" Concrete	252	cu. yds.	75.00	18,900.00
Metal Reinforcement	57,000	lbs.	0.135	7,695.00
8-inch Metal Drain Pipe	60	lin. ft.	4.00	240.00
				$ 39,481.00

Subtotal	$154,746.00
10% Engr. & Cont.	15,474.60
Total	$170,220.60

Length of Roadway	3.665 Miles
Length of 5 Structures.	0.097 Mile
Total Length.	3.762 Miles
Cost of Roadway Per Mile. . . .	$108,761.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$398,961.20	$368,000.00	$30,961.20
Structures	170,220.60	157,000.00	13,220.60
	$569,181.80	$525,000.00	$44,181.80

Oregon State Highway Department

Federal Aid
Project No. I-5-3(7)137

NORTH OAKLAND JUNCTION-SUTHERLIN JUNCTION

SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 16, 1958

Type Code 6201
Roadway (Sta. "LE" 1614+00 to Sta. "L" 1813+00)(Contract No. 5318)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Removal of Concrete Islands and Light Pole Bases	All	Required		1,000.00
Drainage Excavation, Unclassified	1,700	cu. yds.	1.75	2,975.00
Embankment Foundation Excavation, Unclassified	3,300	cu. yds.	0.40	1,320.00
General Excavation, Unclassified	169,800	cu. yds.	0.57	96,786.00
Short Overhaul	457,500	yd. sta.	0.01	4,575.00
Long Overhaul	5,000	C-yd.sta.	0.40	2,000.00
Finishing Roadbed and Slopes	2.02	miles	500.00	1,010.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
18-inch Concrete Pipe	380	lin. ft.	5.00	1,900.00
24-inch Concrete Pipe	100	lin. ft.	7.00	700.00
18-inch Concrete Pipe, Extra Strength	30	lin. ft.	6.00	180.00
24-inch Concrete Pipe, Extra Strength	330	lin. ft.	9.00	2,970.00
30-inch Concrete Pipe, Extra Strength	35	lin. ft.	10.00	350.00
Extra for Pipe Under Pavement	35	lin. ft.	4.00	140.00
6-inch Perforated Metal Drain Pipe	860	lin. ft.	2.50	2,150.00
Special Backfill in Drains	70	cu. yds.	5.00	350.00
Metal Guard Rail	7,000	lin. ft.	2.65	18,550.00
Metal Median Barrier	20,000	lin. ft.	3.69	73,800.00
Extra for Posts on Structure	35	only	12.50	437.50
Metal Sight Posts, Single Reflector	20	only	7.50	150.00
Type 2 Fence	180	rods	5.50	990.00
Coarse Crushed Material in Base	20,500	tons	2.00	41,000.00
3/4" - 0 Material in Base	4,300	tons	2.45	10,535.00
Sprinkling	650	M-gal.	2.50	1,625.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	370	tons	3.45	1,276.50
Furnishing and Placing Aggregates	1,630	tons	4.40	7,172.00
RC-3 Asphalt	45	tons	47.00	2,115.00
120-150 Asphalt	100	tons	45.00	4,500.00
RS-1 Asphalt	45	tons	50.00	2,250.00
Asphaltic Concrete Mixture	7,000	tons	5.90	41,300.00
85-100 Asphalt in Mixture	420	tons	36.00	15,120.00
				$351,967.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Remove Light Poles (State Force)	All	Required		1,000.00
Seeding and Mulching	All	Required		4,725.00
	Subtotal			$362,692.00
	10% Engr. & Cont.			36,269.20
		Total		$398,961.20

Type Code X021
Calapooya Creek Bridge Widening (Sta. 1679+40 to Sta. 1682+60)

Remodel Old Bridge and Maintain Traffic	All Required	$	$ 4,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	300 cu. yds.	8.00	2,400.00
Excavation Below Elevation Shown	30 cu. yds.	20.00	600.00
Furnish Steel Piling	640 lin. ft.	5.00	3,200.00
Drive Steel Piles	16 only	70.00	1,120.00
Class "A" Concrete	917 cu. yds.	75.00	68,775.00
Metal Reinforcement	221,000 lbs.	0.13	28,730.00
			$116,825.00

Type Code X221
Stearns Lane Overcrossing Widening (Sta. 1686+23 to Sta. 1687+13)

Remodel Bridge and Maintain Traffic	All Required	$	$ 1,000.00
Structural Excavation	300 cu. yds.	8.00	2,400.00
Furnish Treated Timber Piling	1,440 lin. ft.	1.40	2,016.00
Drive Timber Piles	48 only	65.00	3,120.00
Furnish Steel Piling	630 lin. ft.	5.00	3,150.00
Drive Steel Piles	12 only	80.00	960.00
Class "A" Concrete	252 cu. yds.	75.00	18,900.00
Metal Reinforcement	58,700 lbs.	0.135	7,924.50
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 39,710.00
	Subtotal		$156,535.50
	10% Engr. & Cont.		15,653.55
	Total		$172,189.05

Length of Roadway	3.665 Miles
Length of 5 Structures.	0.097 Mile
Total Length.	3.762 Miles
Cost of Roadway Per Mile.	$108,761.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$398,961.20	$368,000.00	$30,961.20
Structures	172,189.05	159,000.00	13,189.05
	$571,150.25	$527,000.00	$44,150.25

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RECEIVED
DEC 16 1958
FOR FILING

I 5-3(7)127

When replying, refer to
08-35.4

5318

December 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(7)117, North Oakland Junction-Sutherlin Junction Section, Pacific Highway. Order for State Force Work dated November 14, 1958 - Remove State installed and owned light poles at the Oakland Interchange. Contract No. 5318.

Dear Sir:

Reference is made to your letter dated November 26, 1958 concerning the subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor does not have the equipment or trained personnel for removing the light poles and disconnecting the lighting head fixtures which requires special care.

2. The amount of work is too small to warrant a separate contract.

3. The State has the necessary equipment and trained men for doing the work most economically.

The total estimated amount of the order is $1,000.00 with Federal participation of $900.00.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to District

RECEIVED
DEC 16 1958
FOR FILING

5-3(7)137

5317

When replying, refer to:
08-35.4

December 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(7)137
North Oakland Junction-Sutherlin
Junction Section, Pacific Highway.
Order for State Force Work dated
November 14, 1958 - Seeding,
mulching and fertilizing -
Contract No. 5318.

Dear Sir:

Reference is made to your letter dated November 28, 1958, concerning the subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

The total estimated amount of the order is $4,725.00, with Federal participation of $4,250.00

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

orig to President

RECEIVED
NOV 28 1958
FOR FILING

I 5-3(7)137

5318

November 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work much more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,725.00 with Federal participation of $4,250.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

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RECEIVED
NOV 28 1958
FOR FILING

I-5-3(7)137

5318

November 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 279 covering removal of light poles on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

It is necessary to remove the State installed and owned light poles in the vicinity of Oakland Junction, for revision of the median strip.

The contractor does not have the equipment for pulling the poles. Disconnecting the lighting head fixtures also requires special care. The State lighting crew is equipped and able to do the work. The amount is too small to be done economically by separate contract.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,000.00 with Federal participation of $900.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
OCT 24 1958
FOR FILING

I-5-3(7)137

5311

October 23, 1958

Office of the Solicitor
U. S. Department of Labor
307 Appraisers Building
630 Sansome Street
San Francisco 11, California

Attention: Mr. Kenneth C. Robertson
Regional Attorney

Gentlemen:

Please refer to labor Decision No. T-3852, dated September 9, 1958, applying to the N. Oakland Jct.-Sutherlin Jct. Section, Pacific Highway in Douglas County, Oregon, Federal Aid Interstate Highway Project I-5-3(7)137. This decision expires December 3, 1958.

Bids on this project will be received November 12, 1958, with the usual reservation that award of contract could be held up to permit completion of right of way acquisitions and other considerations. Present indications are that we will need some time beyond December 3, 1958, to be in a position to award the contract.

We request an extension of Decision No. T-3852 to December 31, 1958, which we understand can be made pursuant to the provisions of Section 5.12 of Regulations, Part 5 (29 C.F.R., Subtitle A).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

ALB:mfh

cc: C. G. Polk

RECEIVED
OCT 23 1958
FOR FILING
I 5-3(7)137

5318

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the N. Oakland Jct.-Sutherlin Jct. Section of the Pacific Highway in Douglas County, Contract No. 5318, in connection with Federal Aid Project No. I-5-3(7)137.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

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OCT 14 1958
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5318

FORM 2-123 5M

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 13, 1958

White Bros. Constr. Co., Inc.
Box 376
Walla Walla, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5318, awarded Sept. 11, 1958, for grading and paving on the N. Oakland Jct.-Sutherlin Jct. Section of the Pacific Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 10 1958
FOR FILING

[illegible]

5318

October 9, 1958

Oregon State Highway Commission

Gentlemen:

It is requested that you confirm the establishment of a 35-mile-per-hour construction speed zone for the North Oakland Junction-Sutherlin Section of the Pacific Highway from M.P. 178.39 (Engineer's Station 1614) to M.P. 182.24 (Engineer's Station 1813). Work is now under way on this project. This speed zone was established effective 8:00 a.m. October 7, 1958.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. F. B. Crandall

JAH:dp fn

RECEIVED
OCT 21 1958
FOR FILING

I-5-3(7)137

5318

When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-3(7)137, widening of two structures, North Oakland Jct.-Sutherlin Jct. Section of the Pacific Highway in Douglas county.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Original to District

NOTED

RECEIVED
OCT 6 1958
FOR FILING
I-5-3(7)137

October 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 24, 1958, on Contract No. 5318, N. Oakland Jct.-Sutherlin Jct. Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(7)137.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:mfh

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FOR FILING

[illegible]
5318

A

September 12, 1958

White Brothers Construction Company, Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5318 for grading, paving, and shoulder oiling on the North Oakland Junction-Sutherlin Junction Section of the Pacific Highway in Douglas County.

This award was based on your bid of $351,967.00, which was the low bid submitted to the Commission on September 9, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

A

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FOR FILING

File I-5-3(7)137

531

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5318 for Oregon Project I-5-3(7)137, North Oakland Jct.-Sutherlin Jct. Section of the Pacific Highway, to White Bros. Construction Co., Inc. of Walla Walla, Washington, low bidder in the amount of $351, 967.00 at the September 9, 1958 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
SEP 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

X I-5-3(7)
137
5318

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-3(7)137, North Oakland Junction-Sutherlin Junction Section, Pacific Highway, Douglas County (Grading and Paving).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

6-24-58

W. C. Williams R

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JUN 26 1958
FOR FILING

I-5-3(7)137

5318

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS, NORTH OAKLAND JCT.-OAKLAND HILL UNIT
CHENOWETH PARK-DEADY SECTION, PACIFIC HIGHWAY
DOUGLAS COUNTY

The following prospectus is submitted concerning the North Oakland Junction-Oakland Hill Unit, Chenoweth Park-Deady Section of the Pacific Highway in Douglas County. The Northerly terminus of the project is at Station 1650, which station is 0.15 miles Northerly of the Cemetary Undercrossing, and is at mile point 179.04. The Southerly end of the project is at Station 1725, which station is the Northerly end of the 4 lane 4 foot median section through Oakland Hill. The overall length of the project is 1.42 miles.

The purpose of this survey is to bring the Pacific Highway to a four lane section. Between Station 1650 and Station 1674 and between Station 1695 and Station 1725 an additional 1 lane plus the shoulder paving and extra median width will be required. Total width of widening through these sections will be 20.4 feet. Between Station 1674 and Station 1695, two additional lanes will be required, one on each side. The "as constructed" center line will be used for this project. No towms are located within the limits of the project.

The general route was laid out by Tom Edwards. The original survey was supervised by J. A. Rowland in 1951. No special soils or drainage problems are anticipated nor is there a need for an economic study.

The 1956 ADT is 3,600. The projected 1975 ADT is 12,500 with a DHV of 1,500. This is to be a Class "A"-60 highway with maximum grade of 6 percent and maximum curvature of 3 degrees. The typical section will be as follows: 4-12 foot running lanes, two on each side, separated by an 8.4 foot median strip and flanked by 10 foot oiled shoulders. The tentative base design by G. L. Decker is:

Asphaltic Concrete	4"
Leveling Course	2"
Base Course	21"
Total	27"

This base design is subject to change pending further soils investigation.

The total rise and fall is 374 feet and the total central angle is 24°33'. There will be no change in the rise and fall or the total central angle as the additional width will parallel the present highway.

Deviation from the standards set forth for this class of highway in Technical Bulletin #19, Revised, is anticipated. This deviation is a 6 percent grade tangent longer than 3,000 feet on the North side of Oakland Hill.

This will be a freeway facility. Revision of the South Oakland Interchange, located at Station 1700, will be necessary. Preliminary plans and topography will be submitted for design purposes. Widening of the Calapooya Creek and Stearns Lane Bridges will be required. Vicinity maps will be prepared at these bridge sites. The Cemetary Road Structure #7562 is constructed with a 65 foot opening between columns. This structure was built with 14 feet 3 inches clearance between finish grade and the haunch on the East side. An attempt will be made to use this structure by changing the grade on the freeway. There are no other stream crossings or bridges located along the project.

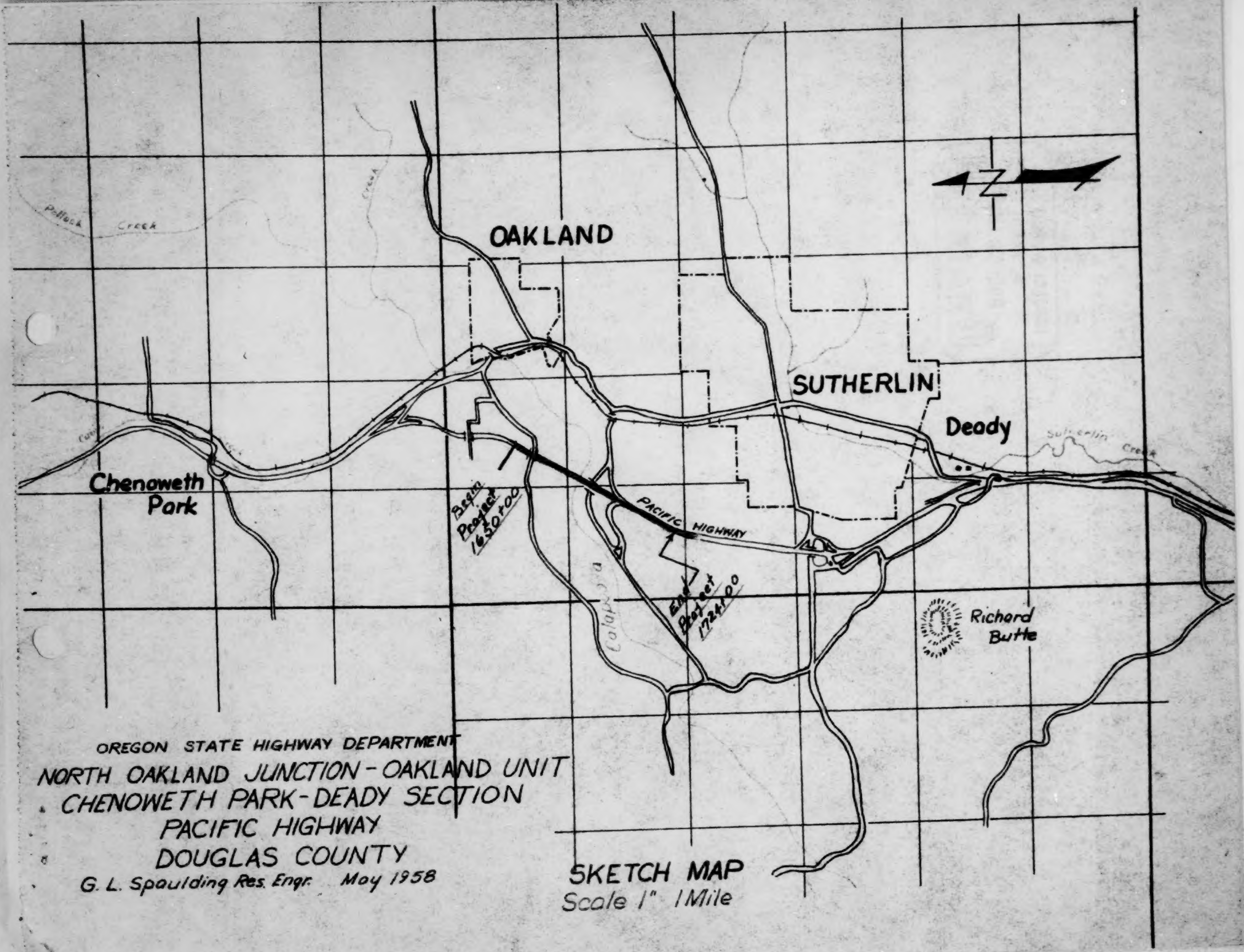
Material for surfacing will come from commercial sources located in the area. State owned sources are too far away and uneconomical for use on this project.

There are no State Parks located along this project.

June 24, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Gordon Spaulding
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance



OREGON STATE HIGHWAY DEPARTMENT
NORTH OAKLAND JUNCTION - OAKLAND UNIT
CHENOWETH PARK - DEADY SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
G. L. Spaulding Res. Engr. May 1958

SKETCH MAP
Scale 1" 1 Mile

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 5280 Ends with: Contract # 5318

FLASH CARDS: Begin Each Contract

Remarks: #5280 is continued from reel 90

Reel No. 91 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 13 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silver Storm